

City of Crown Point, Indiana

Comprehensive Plan



THE LAKOTA GROUP
Metro Transportation Group

City of Crown Point

Comprehensive Plan

MAYOR

Dan Klein

CITY CLERK/TREASURER

Patti Olson

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Steve Farley

Andrew Kyres

Bill Condrón

Bob Corbin

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Mike Conquest

PLAN COMMISSION

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Patt Patterson

Steve Farley

Carol Drasga

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Paul Keller

CITY STAFF

Curt Graves, Community Development Director

Jay Olson, Public Works Director

Julie Johnson, Parks Director

Greg DeLor, Fire Chief

Keith Hefner, Police Chief

Tris Miles, City Engineer

Rich Wolter, City Attorney

Pat Schuster, Assistant City Attorney

Comprehensive Plan prepared by:

The Lakota Group

212 West Kinzie, 3rd Floor

Chicago, Illinois 60610

312.467.5445

www.thelakotagroup.com

Metro Transportation Group

212 West Kinzie, 3rd Floor

Chicago, Illinois 60610

312-853-0820

www.metrotransportation.com

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Section 1: Introduction

SECTION 1: INTRODUCTION

Planning Mission

The Crown Point Comprehensive Plan provides a land-use vision for the City based on its current land-use mix and physical conditions, as well as its future community revitalization and development goals. The City, with its strategic location in Northwest Indiana along Interstate 65, ample supply of developable land, and quality infrastructure, is well suited to achieve its land-use vision and maintain its quality of life.

The mission of this Comprehensive Plan is to address the challenges Crown Point faces, as well as its future potential, by providing a coordinated, sensible framework for community improvement, development, and redevelopment. An efficient transportation network, a variety of housing options, increased economic development, the continued viability of Downtown, access to open space and recreation activities, a preserved and enhanced natural environment, and reliable public services are issues and goals that were reviewed and set during the planning process.

The Comprehensive Plan seeks to be sensitive to the multiple needs of the community and responsive to the city's land-use constraints and opportunities. The Plan seeks to achieve and maintain a quality of life worthy of those who call Crown Point home. By moving forward with coordinated policies and new development directions, the community's challenges can be addressed and opportunities can be seized.

Planning Process

The City of Crown Point retained The Lakota Group and Metro Transportation Group to update its 1995 Master Plan and make recommendations for City-wide improvement and development. Lakota assessed the community's land use and physical setting, while Metro analyzed its transportation network.

The planning process, which began in June 2004, included three steps:

State of the Community: This first phase comprehensively assessed land use, physical conditions, vehicular and pedestrian circulation, open space, and aesthetics. It included a community tour, meetings with City staff, and focus group discussions with City staff, local property and business owners, and community leaders to define issues and determine planning goals.

Community Visioning: This second phase generated a range of strategies and concepts for improving Crown Point and enhancing its land-use mix and physical conditions. This phase also included site-planning studies of sub-areas identified as critical development locations within the city: the Main Street Corridor (including the Bridgeport neighborhood), Downtown/Former High School Site, and Interstate 65 Corridor. These studies more specifically addressed land use, transportation, and development patterns.

Two community workshops were held to review the State of the Community analysis, along with the development and design concepts for the key redevelopment sites. Preliminary goals and objectives were also discussed and refined.

Land Use Framework: This third phase involved crafting this Draft Comprehensive Plan document, which will be reviewed and refined by City staff, Plan Commission, and City Council. It will result in a Final Plan document that will be formally reviewed and approved by the Commission and Council.

This phase also involved working with City Staff to create an action strategy that outlines next steps toward implementing the new Comprehensive Plan. This step will address policy direction as well as what public and private entities can do to promote the development or redevelopment of sub-areas and opportunity sites.

Plan Organization

A comprehensive land-use plan must reflect the local conditions, concerns, and goals of a community while addressing the following elements:

- Land Use
- Transportation
- Community Facilities
- Housing
- Economic Development
- Planning Issues
- Development Opportunities
- Public Participation

These elements were addressed and incorporated where appropriate within this Comprehensive Plan document.

Sections 1 through 6 describe and analyze the city's current land use and transportation setting. An overall vision for the city, along with the future development framework and recommended land-use changes, are set forth in Section 7, "The Future Crown Point." This vision describes the end state the community intends to achieve in the next 10 to 20 years. Section 8 outlines the goals, objectives, and strategies necessary to achieve the vision and framework set forth in the Plan. Information regarding the various sub-areas and preferred development direction for those areas is provided in Section 9. Section 10 outlines the next steps in the planning process to begin implementing the plan.

Plan Purpose

The Crown Point Comprehensive Plan is a long-term document that will be used by elected and appointed officials, community leaders, property owners, and developers to guide planning and development decisions over the next 10 to 20 years. The Plan should be revisited and updated every five years to ensure that goals are being met and objectives continue to be realistic. The Plan serves the following purposes depending on the user's needs:

Existing Conditions: City Staff and community members can use the document to review where Crown Point is today in terms of existing population, land use, transportation, and physical conditions.

Future Vision: The Plan will act as a tool to inform existing and future residents about the City's vision for the future.

Development Framework: The Plan provides a foundation for development and redevelopment activities within the City. It sets forth development parameters and guidelines that can be used to review and adjust community improvement and development projects. City Staff and the Plan Commission will review development projects for conformance with the appropriate goals, objectives, and policies set forth by the Plan.

Public Investment Guide: The City Council will use the Plan in its decision-making process regarding capital improvement projects and community development initiatives. The Plan also addresses implementation actions the City intends to take to achieve its goals. The community-wide information on existing conditions and future land-use and transportation needs will also be used for grants planning initiatives at the regional, state, and federal levels.

Private Investment Guide: People interested in investing and developing in Crown Point can use the Comprehensive Plan to gain insight into the City's development context and direction. The sections regarding future land use, goals and objectives, and sub-area development will be beneficial for making private development decisions.

Public Participation Tool: The Comprehensive Plan provides an opportunity for community leaders and residents to take stock in the City's strengths and weaknesses and to craft a new development direction. Through future improvement and development projects, more detailed sub-area planning, and five-year updates, the community can continue to help shape its future.



Section 2: Crown Point Community

SECTION 2: THE CROWN POINT COMMUNITY

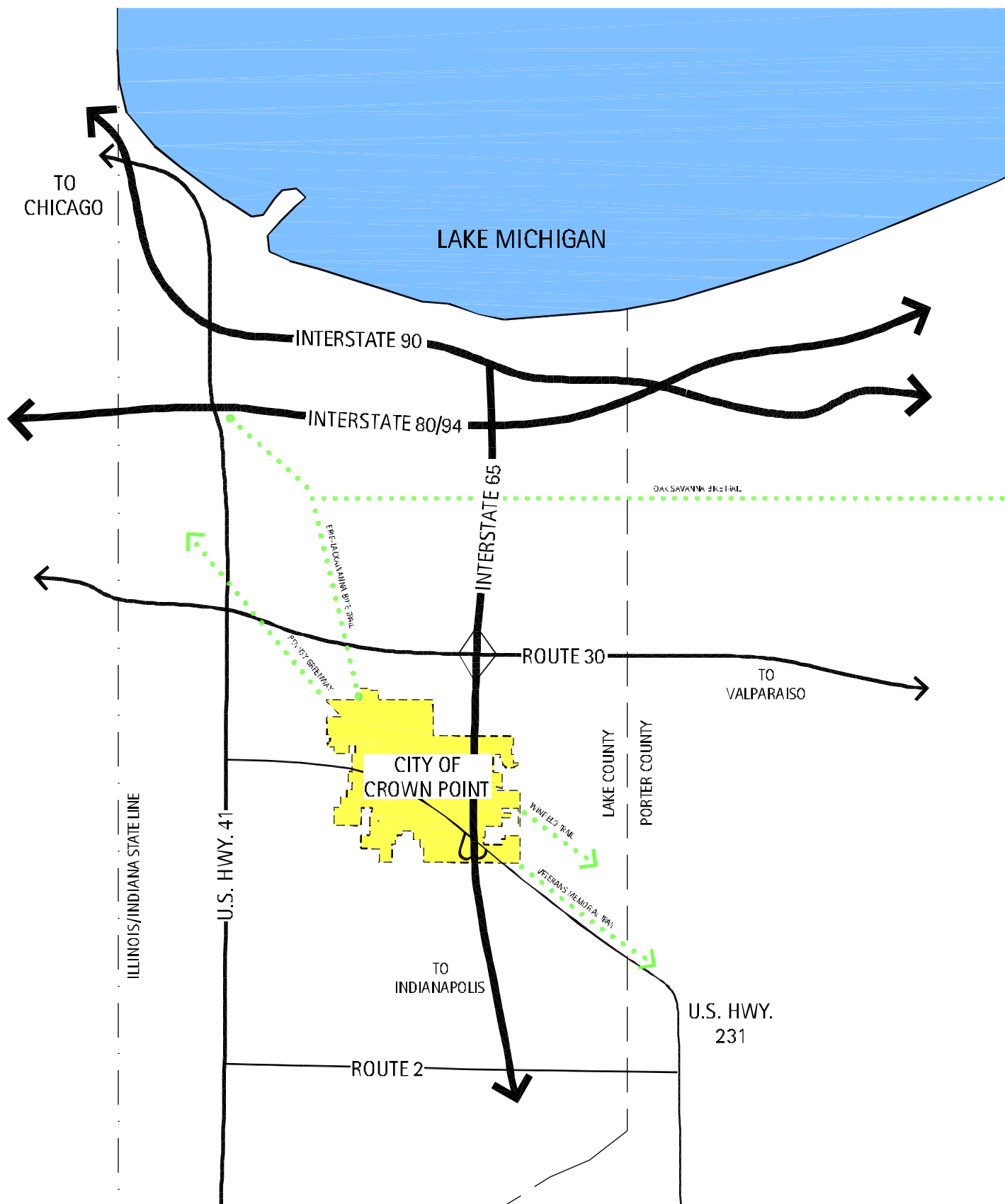
Area Context

Crown Point is a Northwest Indiana community in Lake County about 45 miles southeast of Downtown Chicago and 16 miles south of Gary, Indiana. The City is strategically located along Interstate 65 at Route 231 less than 20 miles south of Interstates 80 and 94. It is about 22 miles from the Gary Chicago International Airport and close to major rail freight routes that run through northern Indiana. (See Figure 1: Regional Context.)

Crown Point is generally bounded by Interstate 65 on the east, Clark Street on the west, 93rd Avenue on the north, and 129th Avenue on the south. (See Figure 2: Area Context.)

The City, which had a population of 19,806 residents in 2000, has a mix of residential, commercial, industrial, and open space land uses. Its neighbors include Merrillville and Schererville to the north, Winfield to the east, and several townships in unincorporated Lake County.

Commercial districts in the City are primarily Downtown and along Main Street, Broadway, and arterial road corridors. Industrial uses are mostly along Summit Street between Indiana Avenue and Broadway and in a small district just a few blocks northeast of Downtown.



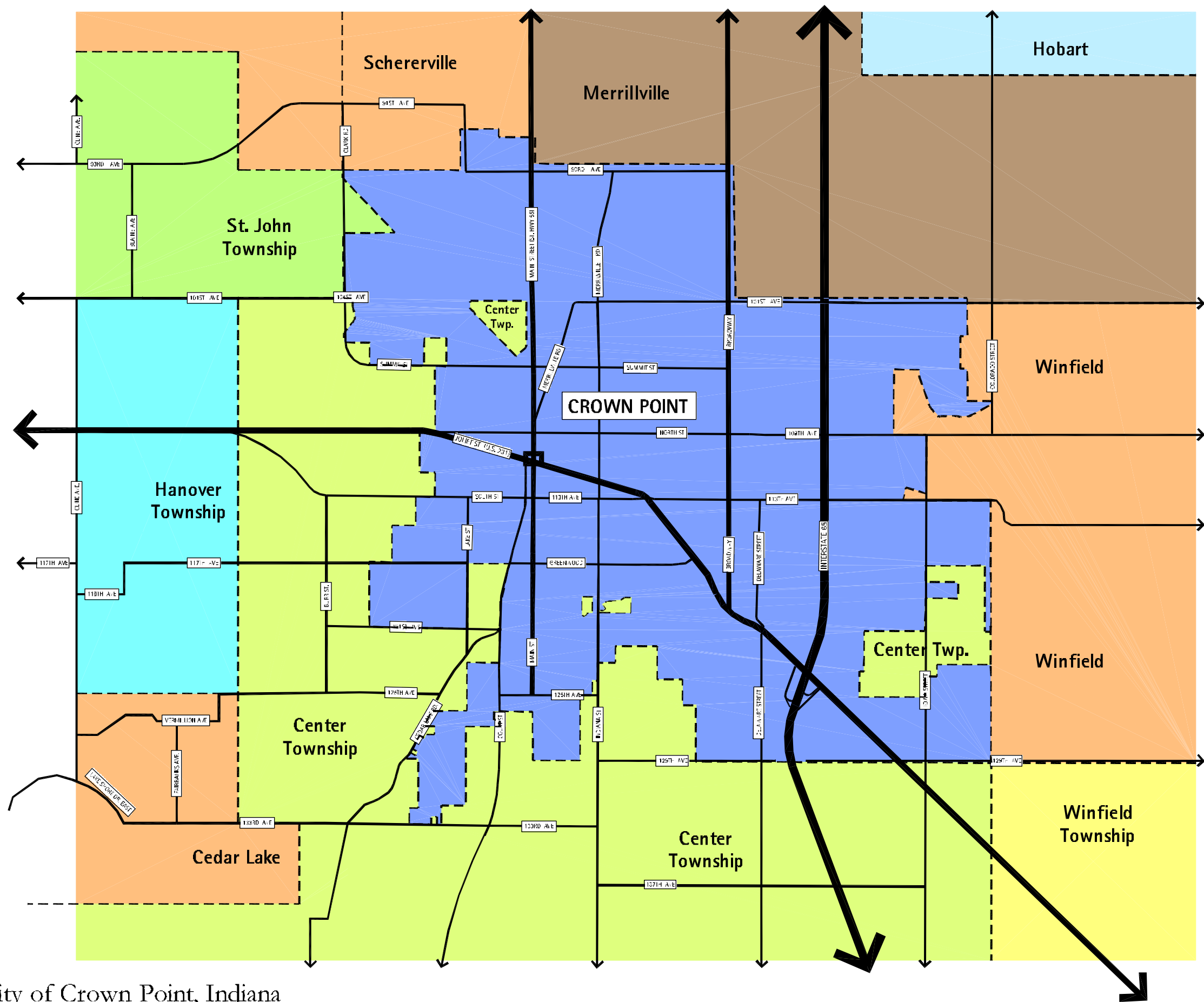
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Figure 1: Regional Context Map (Preliminary Draft For Plan Commission/Council Review)



City of Crown Point

Area Context

Legend

- Corporate Boundaries
- Expressway
- Primary Arterial
- Secondary Arterial

City of Crown Point, Indiana

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Figure 2: Area Context (Preliminary Draft For Plan Commission/Council Review)



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City of Crown Point

The Crown Point Community

Historic Setting

Crown Point was founded in 1834 and incorporated in 1868. Solon Robinson and his family became the area's first settlers when they moved to the area.

The City eventually became the county seat of Lake County. Its beautiful County Courthouse building, which is the center of Downtown, was built in 1878 and expanded in 1907 and 1928. The Courthouse no longer holds the county offices, which have moved to a modern building on 93rd Avenue, but it remains active with shops, offices, the Lake County Historical Museum, and the Crown Point Chamber of Commerce.

Crown Point's historic resources and structures represent elements of the community's past that should be preserved when feasible. Structures of historical significance contribute to the fabric of the community and provide an image and identity of an earlier era. These structures typically display architectural styles and features not often seen in today's modern building styles.

Crown Point has recognized two historic districts and a variety of historic sites.

The *Courthouse Square Historic District* encompasses Downtown, Crown Point's primary business district. It contains a variety of late 19th century and early 20th century buildings including many former civic structures. These buildings represent a period of economic and political growth in Crown Point as it developed into the county seat. This district is listed on the National Register of Historic Places.

The *Holley Historic District* is just south of Downtown. This residential area represents a period of growth and prosperity for Crown Point and contains many late 19th century and early 20th century houses built by prominent businessmen and merchants. The houses' large scale, generous lots, and deep setbacks give the area a character reminiscent of the Victorian era.

The following buildings in Crown Point are on the National Register of Historic Places:

- Wellington A. Clark House.
- Lake County Courthouse.
- Lake County Sheriff's House and Jail.
- William Whitaker House and Landscape.

Historic preservation officials expect the Lake County Nurses Home at the intersection of Taft and 93rd to be added to the National Register of Historic Places soon.

Governance Structure

Crown Point has a mayor-council form of government. The mayor is a full-time mayor who is responsible for guiding the daily activities of the City and its employees. A seven-member City Council governs the City. A seven-member Plan Commission provides planning, zoning, and design input on new development to the Council. A three-member Board of Works and Public Safety is responsible for city lands, buildings, and construction projects and oversees the Police and Fire Departments.

City of Crown Point

The Crown Point Community

Demographic Profile

POPULATION BY RACE/ETHNICITY

Crown Point's racial makeup is 95% white with some African-American and Asian residents. About 4% of its residents are of Hispanic/Latino origin. Please note that the U.S. Census Bureau considers race and Hispanic/Latino origin to be two separate data sets. Hispanics and Latinos can be of any race. For example, an African-American or Caucasian person may also be of Hispanic origin.

Table 1: Crown Point Population by Race

Race	Persons	Percent
Caucasian	18,879	95.3%
Black or African-American	280	1.4%
Asian	195	1.0%
American Indian/Alaskan	36	.2%
Other or two or more races	408	2.1 %
Hawaiian/Pacific Islander	8	.04%
Total	19,806	100%

Source: U.S. Census Bureau, 2000

Table 2: Crown Point Population by Hispanic/Latino Origin

Hispanic/Latino Origin	Persons	Percent
Hispanic or Latino	793	4%
Non-Hispanic or Latino	19,013	96%
Total	19,806	100%

Source: U.S. Census Bureau, 2000

POPULATION BY SEX

Crown Point has more women than men, with a ratio of about 53 to 47. This is comparable to the national ratio of 51 women to 49 men.

Table 3: Crown Point Population by Sex

Sex	Persons	Percent
Male	9,397	47%
Female	10,409	53%
Total	19,806	100%

Source: U.S. Census Bureau, 2000

POPULATION BY AGE GROUP

In 2000, Crown Point's median age was 40.5, which is higher than the national median of 35.5 and the Indiana median of 35.2. About 27% of the population in Crown Point is at least 55 years old. The largest segment of the population, though, is 25 to 54 years old. This group makes up 42% of Crown Point's population.

Table 4: Crown Point Population by Age Group

Age Group	Persons	Percent
Under 5 years	992	5.0%
5-9 years	1,111	5.6%
10-14 years	1,373	6.9%
15-19 years	1,508	7.6%
20-24 years	1,002	5.1%
25-34 years	2,247	11.3%
35-44 years	3,149	15.9%
45-54 years	2,997	15.1%
55-59 years	1,075	5.4%
60-64 years	933	4.7%
65-74 years	1,581	8.0%
75-84 years	1,312	6.6%
85 years and over	526	2.7%

Source: U.S. Census Bureau, 2000

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As the large “baby boom” age group begins to retire in the near future, housing, recreation, and health-care facilities for senior citizens will be important to Crown Point. The community also has many families with children. More families with children can be expected based on the development projected in the Comprehensive Plan. Development planning should anticipate the needs for schools and parks for younger residents.

HOUSEHOLD & FAMILY DATA

The average household size in Crown Point is 2.45, which is comparable to averages for Lake County (2.53) and the nation (2.59). According to the U.S. Census Bureau, Crown Point added 1,410 households between 1990 and 2000. This growth in households, largely stemming from new residential construction, is expected to continue or accelerate in the near future.

Table 5: Household and Family Data

Total Households	7,824
Average Household Size	2.45
Total Families	5,363
Average Family Size	3.01

Source: U.S. Census Bureau, 2000

REGIONAL POPULATION PROJECTION

The Northwestern Indiana Regional Planning Commission, in its *2030 Connections* planning publication, reported that the 2000 population in the Crown Point and Winfield area was 32,521. NIRPC projects the population in this larger area could reach 36,638 by 2030. That projection appears to be conservative considering the current pace of development in and around Crown Point.

The NIRPC *2030 Connections* report expects Northwest Indiana’s overall population to increase to 784,094 by 2030, up from 741,468 in 2000. This includes Lake, LaPorte, and Porter counties.

AREA POPULATION PROJECTION

Considering the development potential within Crown Point, including Downtown, the Main Street Corridor, the Interstate 65 Corridor, and in potential annexation areas, the City's population could reach approximately 58,768 people by 2020.

Detailed projections are contained in the table below:

Table 6: Crown Point Population

Sub-Area/Source	Estimated Acres	Density Assumption	Projected Units	Projected Population ¹⁰
2000 Census	-	-	-	19,806
Planned subdivisions ¹	-	-	4,024	9,919
Proposed subdivisions ¹	-	-	781	2,196
Potential development ²				
Infill ³	63	3 units/acre	196	551
North Main ⁴	-	-	359	873
Downtown ⁵	-	-	117	222
Bridgeport ⁶	-	-	80	225
I-65 Corridor ⁷	-	-	4,673	10,410
West Annexation Area ⁸	960	2 units/acre	1,920	5,399
South Annexation Area ⁹	634	1-3 units/acre	3,260	9,167
2020 projected growth	-	-	15,410	38,962
2020 projected total	-	-	-	58,768

1 Crown Point Community Development Department 2004-2005 inventory.

2 Projected development based on 2005 Comprehensive Plan.

3 Scattered vacant lots/sites in existing residential areas.

4 Residential portion of large site south of Lake County Complex with single and multi-family mix.

5 Potential residential development on Downtown Little League site. Could be more units if other appropriate Downtown blocks are redeveloped with condominiums or apartments.

6 Potential redevelopment of industrial/rail corridor bounded by North, Summit, Grant, and Indiana.

7 Projected residential development in Interstate 65 Corridor with single-family and multi-family mix.

8 Potential annexation of area west of Crown Point to Cline Avenue. Projection does not include existing residential areas and assumes 40% of the area will not develop because of woodlands, wetlands, and roads.

9 Potential annexation of area south of Crown Point to 137th Avenue. Projection assumes 20% of the area will not develop because of wetlands and roads.

10 For projecting populations, single-family detached residential areas were assumed to have 2.8 people per unit, single-family attached areas were assumed to have 1.9 people per unit, and apartments were assumed to have 1.7 people per unit.

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This potential population growth has implications for a wide range of infrastructure and service needs, including schools, parks, water, sewer, and transportation. The Crown Point School Corporation, and to a lesser extent the Merrillville Community School Corporation, will have to anticipate this growth in planning for school expansion and construction. In addition, the City will need to consider these population projections when planning road, water, and sewer system improvements.

EMPLOYMENT

The major employers in Crown Point are shown in the following table:

Table 7: Crown Point's Major Employers

Employer	Employees
Lake County	2,000
St. Anthony Medical Center	1,450
Crown Point School Corporation	600
Burrell Colour Labs	300
Dawn Food Products	167
Point Medical	140
City of Crown Point	140
East Chicago Machine Tool	100
A&B Manufacturing	50

Source: Images of Crown Point, Indiana; St. Anthony Medical Center; and City of Crown Point

Institutional uses are the largest employers in Crown Point, with Lake County government, St. Anthony Medical Center, and Crown Point School Corporation having the largest workforces. Manufacturing and other industrial businesses are the other major employers in Crown Point.

EDUCATION

Approximately 89 percent of Crown Point residents have a high school diploma or equivalent, compared with 82 percent for Indiana residents in general. Approximately 25 percent of Crown Point residents have a bachelor's degree or higher, compared with 13 percent for Indiana as a whole, according to 2000 Census data.



Section 3: Land Use

City of Crown Point

Land Use

SECTION 3: LAND USE

Crown Point has a wide mix of land uses, from single-family residential to industrial. Most of the developed land in the City is single-family residential, with some multi-family residential in other areas throughout the City. Commercial uses generally are found Downtown and along Main Street, Broadway, and Route 231.

Institutional uses, such as schools, churches, and City and County offices, are located throughout Crown Point. The City has numerous parks and open spaces and large amounts of vacant and agricultural land on its western, eastern, and southern sides.

The City can expect primarily residential growth to the west and south, as there is limited road access and visibility for new development. These areas are located away from the region's population centers and appear to have limited market potential for major new development. On the east, a mix of uses can be expected along the I-65 Corridor because of its existing and future access points on I-65, proximity to the developed area of Crown Point and Merrillville, and position as the eastern gateway to the City.

Today the City is comprised of the following land uses:

Table 8: Existing Land Use

Land-Use Category	Acreage	Percent
Single-Family Residential	4,626 acres	44%
Agricultural	3,043 acres	29%
Vacant	745 acres	7%
Institutional	668 acres	6%
Commercial/Office	395 acres	4%
Industrial	444 acres	4%
Multi-Family Residential	342 acres	3%
Open Space	288 acres	2%
Total	10,469 acres	100%

Source: The Lakota Group Field Inventory, 2004-2005

Residential

The residential neighborhoods in Crown Point are comprised of older homes in the core area of the City surrounding the Courthouse Square, newer subdivisions being developed on the periphery of the City, and multi-family buildings located throughout.

The older core area of the City is generally bound by Summit Street on the north, Lake Street on the west, Indiana Avenue on the east, and Greenwood Avenue on the south. This area is comprised of a variety of older single-family homes in fair to good physical condition. This area also includes the Holley Historic District with well-preserved Victorian homes. The small, older, mostly frame houses in the central area are showing signs of decline. Continued code enforcement programs will be important to upgrading the core blocks and maintaining a high quality of construction.

The blocks northeast of the Square have a variety of conflicting land uses. This area is divided among older single-family homes, a small older manufacturing area with deteriorating uses, and newer commercial uses. This area could be targeted for new infill residential development and relocation of businesses to more appropriate industrial locations.

A newer, mixed-product single-family subdivision also exists in the northeast corner of the City, generally bounded by 93rd Avenue on the north, Main Street on the west, 101st Street on the south, and Madison Avenue on the east. This area is comprised of single-family homes and townhouses and is generally in good physical condition.

New subdivisions are being developed on the periphery of Crown Point, primarily to the west, south, and east. A variety of styles and product types are being developed including single-family homes and some townhomes.

Multi-family housing is located throughout Crown Point. Most multi-family housing is comprised of older buildings, most likely built in the 1960s and 1970s. Multi-family housing is generally compatible with surrounding uses, as most are adjacent to or

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Land Use

within residential neighborhoods or parks/open space.

There is significant concern about the quality of residential developments regarding monotonous-looking architecture, repetitious designs, landscaping, roadway image and buffers, and overall design style. There is also concern regarding the location and need for multi-family housing.

EXISTING HOUSING STOCK

According to the 2000 Census, about 66% of Crown Point's 8,166 housing units are single-family detached housing. About 9% are attached single-family structures, and the remaining 25% are comprised of two or more units or are mobile homes.

About 342 housing units (4%) were considered vacant by the 2000 census. Of the 7,824 occupied housing units, about 75% are owner-occupied and the remaining 25% are renter-occupied.

The following tables summarize Crown Point's existing housing stock. The percentages may not add up to 100 in the tables because of rounding. Total housing units also can differ because some data come from the census of all households and other data are extrapolated from a sample of households.

Table 9: Crown Point Housing – Owner or Renter Occupied

Occupied Housing	Units	Percent
Owner Occupied	5,836	75%
Renter Occupied	1,988	25%
Total	7,824	100%

Source: U.S. Census Bureau, 2000

Table 10: Housing – Occupied and Vacant Units

Housing Units	Units	Percent
Occupied	7,824	96%
Vacant	342	4%
Total	8,166	100%

Source: U.S. Census Bureau, 2000

Table 11: Housing – Units per Structure

Units In Structure	Units	Percent
1-Unit Detached	5,332	66%
1-Unit Attached	750	9%
2 Units	348	4%
3 Or 4 Units	305	4%
5 To 9 Units	389	5%
10 To 19 Units	417	5%
20 Or More Units	366	5%
Mobile Homes	162	2%
Total	8,069	100%

Source: U.S. Census Bureau, 2000

The 2000 census provides an overview of Crown Point's housing stock. It primarily consists of owner-occupied, detached single-family units. There has been a relatively low overall vacancy rate.

The housing stock is generally in good to excellent condition, except as noted above.

Residential land use comprises about 47% of the City. A low housing vacancy rate and good overall physical conditions of the housing stock indicate a strong residential community. However, approximately 30% of the housing stock was built prior to 1960, and continued maintenance of residential properties, especially the oldest historic properties in the City, is needed.

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Table 12: Housing – Year Structure Built

Year Structure Built	Number	Percent
1999 To March 2000	344	4%
1995 To 1998	824	10%
1990 To 1994	521	7%
1980 To 1989	864	11%
1970 To 1979	1,922	24%
1960 To 1969	1,177	15%
1940 To 1959	1,389	17%
1939 And Earlier	1,028	13%
Total	8,069	100%

Source: U.S. Census Bureau, 2000

In 2000, the median home value in Crown Point was \$125,900. In comparison, the median housing values for Lake County and Crown Point's neighboring communities were:

As shown, Crown Point's median housing value compares favorably with Lake County's median and that of nearby Merrillville but is lower than nearby Schererville and Winfield. Crown Point's home values in Lake County are indicative of its strong residential neighborhoods and reputation as a good place to live.

Table 13: Median Value of Owner-Occupied Units

Jurisdiction	Median Value
Winfield	\$180,100
St. John	\$172,100
Munster	\$163,800
Schererville	\$157,900
Dyer	\$141,000
Lakes of the Four Seasons	\$140,200
CROWN POINT	\$125,900
Highland	\$123,000
Lake Dalecarlia	\$117,100
Lowell	\$112,800
Griffith	\$108,600
Merrillville	\$101,300
Hobart	\$97,700
Lake County	\$97,500
Cedar Lake	\$97,200
Whiting	\$91,200
Hammond	\$78,400
Schneider	\$74,100
Lake Station	\$73,600
East Chicago	\$69,900
New Chicago	\$69,600
Gary	\$53,400

Source: U.S. Census Bureau, 2000

Commercial/Office

The primary commercial areas within Crown Point consist of Downtown, the Main Street Corridor, the Broadway Corridor, and some small commercial nodes located throughout the City. Each area has its own character and mix of commercial uses. The following is an overview of each area:

DOWNTOWN

The Downtown area around Courthouse Square is the City's historic center. It contains City Hall, the Library, restaurants, and a variety of small service and retail businesses that provide residents and visitors with mostly specialty or convenience shopping and services.

A variety of older brick buildings frame the Square and, together with the Courthouse, provide a highly recognizable image for the City. The Courthouse and entire Courthouse Square are listed on the National Register of Historic Places.

Some Downtown buildings suffer from deteriorating physical conditions and/or unattractive facades and rear entrances. Area and business signage is aging or unattractive and contributes to visual clutter.

The area lacks open spaces that provide for outdoor cafes, places to sit, and special events. More attractive streetscapes are also needed extending from the Courthouse site to other Downtown blocks to make the area more pedestrian friendly.

Downtown streets have sufficient capacity, but truck traffic from Route 231 attempting to navigate the one-way road configuration around the Courthouse causes problems. Trucks turn across several lanes, clip the corners of intersections, or hit or nearly hit traffic signals and parked cars. The wide streets also can make it difficult for pedestrians to cross, and pedestrian-vehicle conflicts have been continually reported.

Parking in Downtown appears sufficient, but some lots are not well marked. Also, access from shared parking lots

behind shops or on the perimeter of Downtown is often difficult or uninviting.

The former high school site is adjacent to the Square and presents a significant redevelopment opportunity to expand Downtown with civic, commercial, and office uses. Redeveloping the eastern end of the high school site could expand the size of Downtown, provide a festival green space for the community, create a more visible civic presence Downtown, and add to the commercial mix with new space for shops.

MAIN STREET CORRIDOR

Main Street is the primary commercial corridor and gateway into Crown Point. It contains a wide variety of commercial uses including office, service, retail, and restaurants. These uses serve the needs of local residents and visitors traveling through Crown Point. A few homes also are located along Main Street.

The corridor contains multiple curb cuts that disrupt traffic flow and affect safety. Frontage roads along the corridor also affect traffic flow, safety, and building visibility. The roadway also has varying widths and is especially narrow on its approach to Downtown from Summit Street to the Courthouse.

Deep and inconsistent building setbacks along Main Street limit the visibility of commercial businesses and, along with a wide variety of signage designs, colors, and heights, create visual clutter along the northern gateway into the City. The Main Street Corridor overall is in fair physical condition.

BROADWAY CORRIDOR

Broadway is a developing commercial, industrial, and residential corridor in the eastern portion of Crown Point. It is an auto-oriented corridor with a variety of uses, including agricultural and vacant land.

Commercial uses are scattered along the length of the

corridor. These uses are mostly in good condition. Residential development consists of a row of townhomes at the southern end of the corridor near Route 231.

The corridor also includes institutional uses, such as churches and a Veterans Administration facility.

Broadway recently has experienced increased traffic, a trend that will continue as expected development occurs. Roadway expansion will need to be considered as development density in the area increases.

OTHER COMMERCIAL AREAS

Some smaller commercial corners or nodes exist throughout the City for neighborhood convenience shopping. One commercial node is at the Court/Cedar Lake/Franciscan intersection just north of St. Anthony's Medical Center. This area is in fair physical condition and needs building, signage, and landscaping improvement.

COMMERCIALLY ZONED LAND

Overall, approximately 4% of the City is currently in commercial use, with approximately 395 acres of land developed with retail shops, service stores and offices, and restaurants. This acreage is likely to increase as new commercial areas are developed, particularly near Interstate 65 and Route 231.

Industrial

The primary industrial area in the City is along Summit Street between Indiana Avenue and Broadway. This area contains a wide variety of small manufacturing, light industrial, service, and warehousing uses.

It is generally in good to fair physical condition and contains some vacant land for future development. The area is not physically defined as a modern industrial or business park, and it especially lacks identity along Broadway, which is its roadway link to Route 231 and Interstate 65.

Some small industrial uses are also located just northeast of Downtown, south of Summit Street and west of Indiana Avenue. As noted earlier, this industrial pocket in the Bridgeport neighborhood has potential for redevelopment with new housing. The older industrial uses are in fair to good condition and are incompatible with adjacent residential neighborhoods regarding truck access, outside storage, and building type/presence.

Open Space and Trails

The National Recreation and Park Association recommends the following service-area standards for community, neighborhood, and pocket parks (tot lots or playlots):

Community Parks: 50 to 100 acres (1 mile service area)

Neighborhood Parks: 6 to 8 acres (1/2 mile service area)

Playlot: 1 acre or less (1/4 mile service area)

The National Recreation and Park Association suggests that a park system have a total of 6.25 to 10.5 acres of developed open space per 1,000 residents, taking into consideration a community's geographic and historic characteristics. Based on this standard, with approximately 19,800 residents (2000 U.S. Census population), Crown Point should have 124 to 208 acres of parkland and open space. Crown Point's total is approximately 206 acres. This amount is within the range of the National Recreation and Park Association standards.

Although most of Crown Point is served by parks, the facilities are not distributed evenly throughout the City. The largely undeveloped eastern section and the far southern and western sections of the City do not fall within park service areas. To serve those areas, it will be important to incorporate new neighborhood parks and pocket parks/tot lots into existing and new residential areas.

At least one additional community-level park also might be needed. City officials have indicated that additional facilities are especially needed for several sports, including baseball and soccer fields.

In a 2004 City survey, Crown Point park users listed playground activities, walking, swimming, youth sports, and bicycling as the main reasons for using the parks. Completing trails through the City and increasing recreation programming also were important to those who responded to the survey.

The following is an overview of each park category:

COMMUNITY PARKS: Typically 50 to 100 acres (with a one-mile service area)

Community parks generally are large open spaces that accommodate a large number of people and a wide variety of activities. They often include playgrounds, trails, swimming pools, basketball courts, gardens, natural areas, pavilions, ample parking, and bathrooms.

Sauerman Woods Park and the Community Fields (Sportsplex) provide community-level park facilities for Crown Point. The Lake County Fairgrounds, on the City's southwest side, provides open space for walking, picnics, and special events. Although it does not have sports fields, it has a large open space that is accessible to the public on a daily basis and could be considered a community-level park.

Considering a one-mile service area for these three community parks, much of Crown Point is well served. Areas north of 101st Avenue, east of Interstate 65, and south of 125th Avenue on the City's southeast side are outside the service areas. As noted earlier, more sports fields are needed, preferably in larger, more accessible locations.

<u>Community Park</u>	<u>Size</u>	<u>Location</u>	<u>Facilities</u>
Sauerman Woods	40 acres	Central	Paths and trails Outdoor ice skating Picnic areas Playground Basketball court Swimming pool Portable toilet Sand volleyball
Community Fields (Sportsplex)	86 acres	Central	Football fields Softball fields Baseball fields Picnic tables Pavilion Playground Portable toilet

City of Crown Point

Land Use

Lake County Fairgrounds	70 acres	South	Walking paths Covered bridge Lake Picnic areas Grandstand Exhibition space
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NEIGHBORHOOD PARKS: Typically 6 to 8 acres (with a half-mile service area)

Neighborhood parks are open spaces that accommodate a more limited number of people than community parks and have a smaller range of activities. They often include lawn space, small picnic areas, areas for game courts, parking, and possibly athletic fields if not located at a nearby community park.

Crown Point has 16 neighborhood parks with a range of facilities, including playgrounds, picnic areas, basketball courts, baseball fields, and tennis courts. The parks range in size from 1 acre to 9 acres.

With a half-mile service area for these parks, most of the City is adequately served by a neighborhood-level or sized park, except for some areas to the west and south and the undeveloped Broadway and Interstate 65 Corridors. As the city grows, additional neighborhood parks will be needed.

<u>Neighborhood Park</u>	<u>Size</u>	<u>Location</u>	<u>Facilities</u>
Arthur	1.8 acres	North	Open space
Bluebird	3.8 acres	South	Open Space
Bowtie	2 acres	North	Open space Basketball Softball area Playground Swing set
Brookside	6 acres	North	Playground Swing set Picnic table Open space

Collins	4 acres	North	Playground Swing set Tennis courts Baseball field Open space Picnic areas Portable toilet
Erlenbach	4.5 acres	North	Gazebo Swing set Playground Soccer field Portable toilet Open space Picnic tables
Greenwood	6 acres	Central	Soccer fields
High Meadow	4 acres	South	Open space Playground Swing set Tennis courts Picnic areas Portable toilet
Kaiser	5 acres	Central	Tennis courts Picnic areas Playground Portable toilet Open space Swing set
Jerry Ross/ Little League Fields*	5.5 acres	Central	Basketball Picnic areas Playground Tennis courts Little League fields Swing set Portable toilet Volleyball court

*Little League facilities not operated by City

City of Crown Point

Land Use

Prairie View	2 acres	Central	Playground Picnic tables Open space Swing set
Russ Keller	8.5 acres	North	Playground Swing set Soccer field Picnic tables Open space
Solon Robinson	9 acres	Central	Playground Swing set Basketball Sand volleyball Baseball field Picnic areas Open space Portable toilet
Thomas Street	5 acres	Central	Basketball Baseball field Volleyball Picnic areas Playground Swing set Babe Ruth field Portable toilet
White Hawk	1 acre	North	Playground Swing set Picnic table
Willowtree	8.5 acres	North	Playground Swing set Picnic table

The Little League fields at Jerry Ross Park are adjacent to Downtown and a Babe Ruth Field is located along the developing Main Street Corridor. These locations are better suited for new development that supports Downtown and Main Street.

As noted earlier, additional sports fields are needed. Creating larger sports complexes with better access and parking would better serve existing and future residents. Such complexes also would allow smaller and/or isolated fields to be consolidated into more efficient locations.

PLAYLOTS: Typically less than one acre (with a quarter-mile service area)

Playlots are small areas for the use of younger children and usually include play equipment, swings, slides, sandboxes, and benches. These spaces are needed in both existing residential areas and new subdivisions to provide recreation opportunities for residents of those areas.

TRAILS

The four regional trails that either end at Crown Point's border or are planned to reach its border are (see Figure 13: Open Space and Trails Plan):

- Pennsy Greenway
- Erie-Lackawana Trail
- Veterans Memorial Trail
- Winfield-Lake of the Four Seasons Trail.

This provides the opportunity to create transportation and recreation corridors for area residents that connect neighborhoods and parks within the City to the region. Inside the City, a trail has been completed along Merrillville Road between Summit Street and 93rd Avenue. In addition, the City has identified on-street, shared-use bike routes. Other routes and connections have been considered along waterways, vacated rail lines, and open spaces to improve the trail network.

Institutional

A variety of institutional uses exist throughout Crown Point, with a strong presence of Lake County offices, courtrooms, and jails in the northwest corner of the City and St. Anthony's Medical Center and Crown Point High School in the south.

CHURCHES

Churches of many denominations are located throughout Crown Point.

HOSPITAL

St. Anthony's Medical Center is in the southern portion of the City just north of the High School along Main Street. An assisted living facility and YMCA are also present in this institutional area.

Together these uses, which are in good physical condition, represent a major activity generator for the City. The Medical Center campus has several facilities that serve the greater Crown Point region. Senior housing is being planned for this location.

Institutional uses are further discussed in the "Community Facilities" section of the Comprehensive Plan.

Vacant

About 745 acres, or 7%, of the land in Crown Point is vacant, with much of that land straddling Broadway between Route 231 and 93rd Avenue. The former high school site downtown and an area south of the Lake County Government Complex also are vacant. Vacant land has not been improved and is not being used for agriculture.

Agricultural

Agricultural land exists on the periphery of the City, primarily to the east along the Interstate 65 corridor. Some agricultural land also exists to the west and south. New development, primarily single-family residential subdivisions, is expanding out from the City to the farmland. Consideration is needed as to which areas are the most appropriate locations for such development, based on sewer system, water supply, road network, City services, and school factors.

Adjacent Communities

MERRILLVILLE

Adjacent land in Merrillville is a mix of uses, including large areas of agricultural or rural residential and some commercial and other residential uses. Purdue University has begun building the Purdue Research Foundation Technology Center on the east side of Broadway between 93rd Avenue and 101st Avenue. Purdue's long-range plan calls for manufacturing facilities, education/office space, a large retail center, a medical/life sciences building, and a community center.

SCHERERVILLE

Schererville, on the northwest corner of the City, contains mostly vacant land and residential uses bordering Crown Point.

WINFIELD

Winfield, on the east side of Crown Point, contains mostly agricultural or vacant land, with a few clusters of residential.

UNINCORPORATED AREAS










Unincorporated areas in and adjacent to Crown Point are mostly residential, such as the Liberty Park neighborhood. To the west, unincorporated areas contain mostly vacant land, wooded areas, and rural residential and agricultural uses. To the south and east, the uses are mostly agricultural or residential.

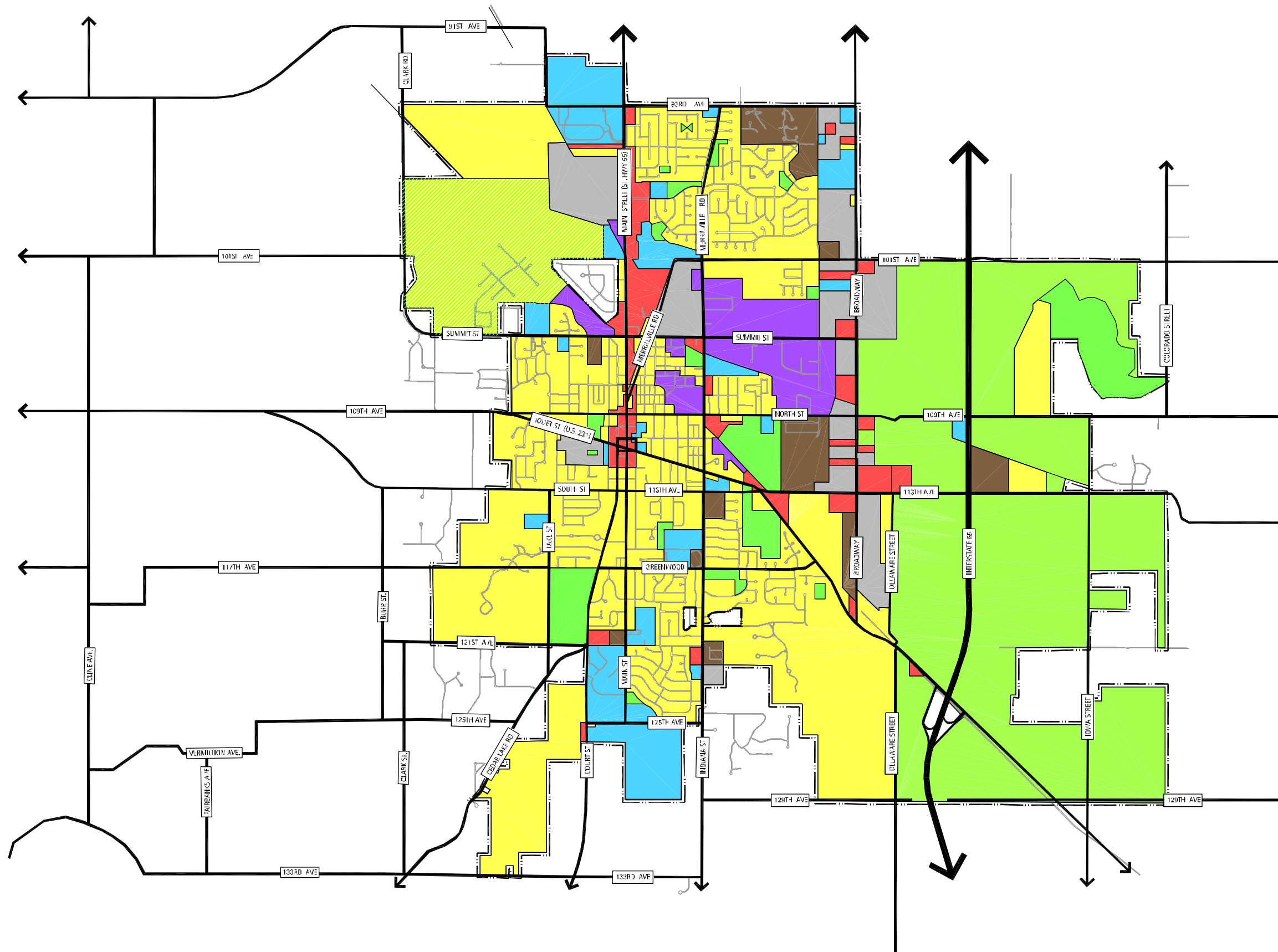
As noted above regarding agricultural land, the unincorporated areas need careful consideration regarding future land uses and development patterns so that infrastructure and services are efficiently planned and provided. There is a need for the City to annex adjacent properties, especially small, unincorporated pockets, to better manage area growth and provide services.

City of Crown Point

Existing Land Use

Legend

-  Community Boundary
-  Single-Family Residential
-  Multi-Family Residential
-  Commercial/Office
-  Industrial
-  Institutional (Schools/Hospitals/Civic)
-  Agriculture
-  Open Space (Park/Greenways/Preserves/Golf Courses)
-  Vacant



City of Crown Point, Indiana

Comprehensive Plan

Figure 3: Existing Land Use (Preliminary Draft For Plan Commission/Council Review)



LAKOTA












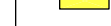


THE LAKOTA GROUP INC

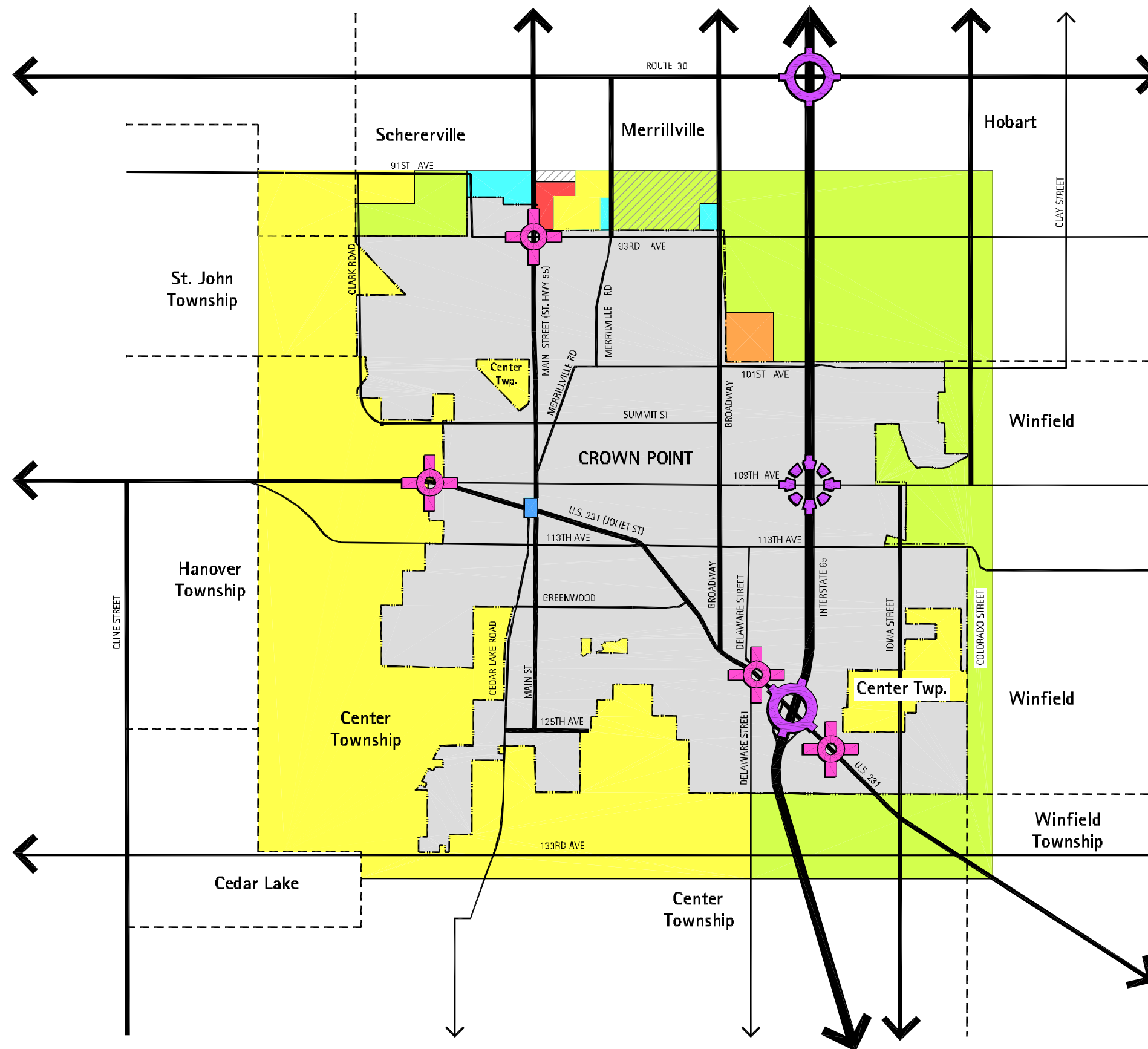


City of Crown Point

Adjacent Land Use

Legend

-  Community Boundary
-  Expressway
-  Primary Arterial
-  Secondary Arterial
-  Expressway Interchange
-  Potential Interchange
-  Community Gateway
-  Downtown Courthouse Square
-  Agriculture
-  Residential
-  Office
-  Commercial
-  Institutional
-  Vacant



City of Crown Point, Indiana

Comprehensive Plan

Figure 4: Adjacent Land Use (Preliminary Draft For Plan Commission/Council Review)



LAKOTA

THE LAKOTA GROUP INC



City of Crown Point

Community Parks

Legend

- Community Boundary
- Open Space (Park/Greenway/Preserve/Golf Course)
- Park Service Area within Crown Point
- 1 Mile Service Area

Neighborhood Parks

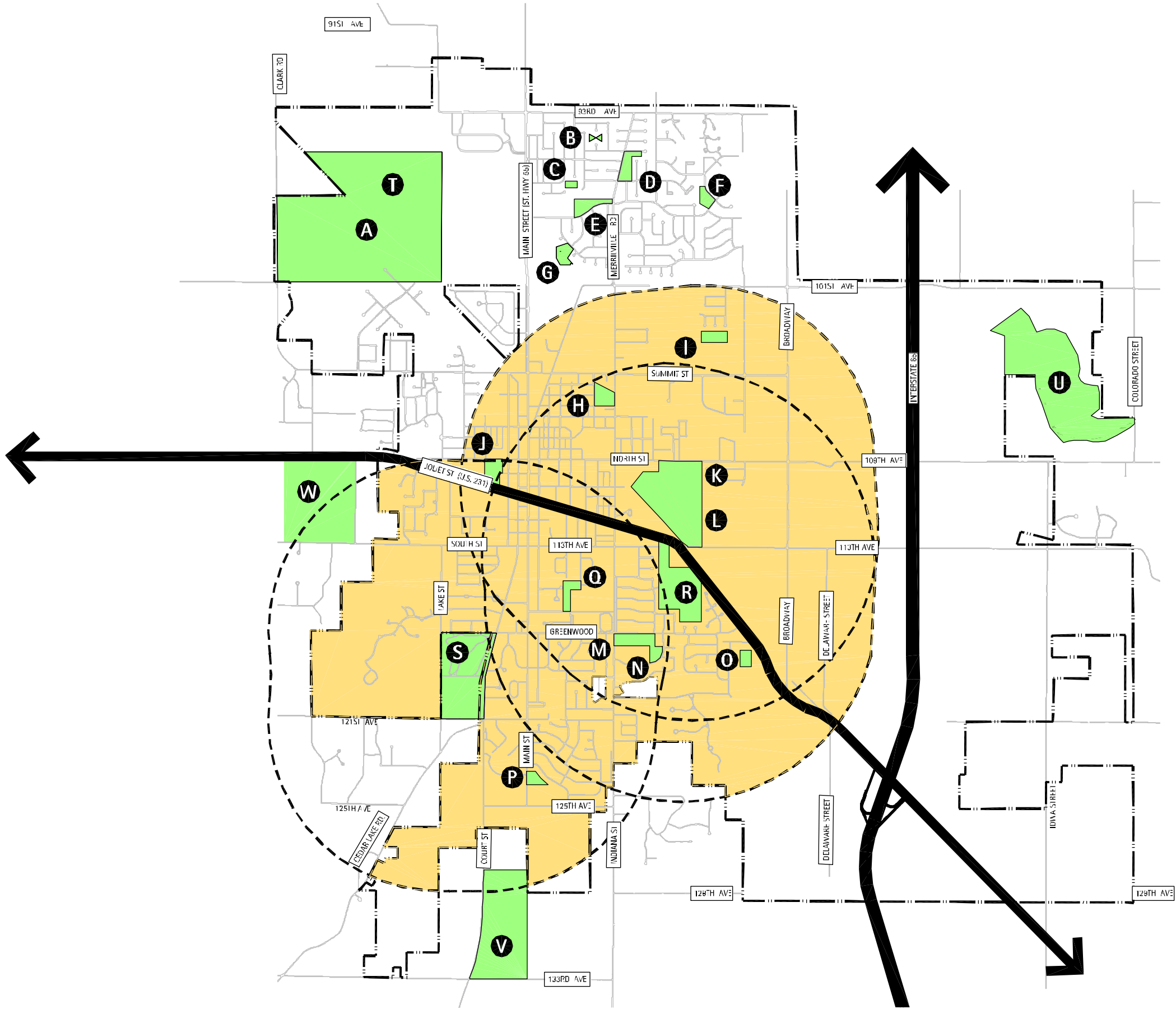
- A White Hawk Park
- B Bowtie Park
- C Arthur Park
- D Collins Park
- E Russ Keller Park
- F Erlenbach Park
- G Willowtree Park
- H Thomas Street Park
- I Brookside Park
- J Jerry Ross Park
- K Prairie View Park
- L Community Fields (Sportsplex)
- M Greenwood Park
- N High Meadow Park
- O Bluebird Park
- P Kaiser Park

Community Parks

- Q Solon Robinson Park
- R Sauerman Woods City Park
- S Lake County Fairgrounds

Golf Courses

- T White Hawk Golf Course
- U Summer Tree Golf Course
- V Youche Country Club
- W Oak Knoll Golf Course



City of Crown Point

Neighborhood Parks

Legend

- Community Boundary
- Open Space (Park/Greenway/Preserve/Golf Course)
- Park Service Area within Crown Point
- ½ Mile Service Area

Neighborhood Parks

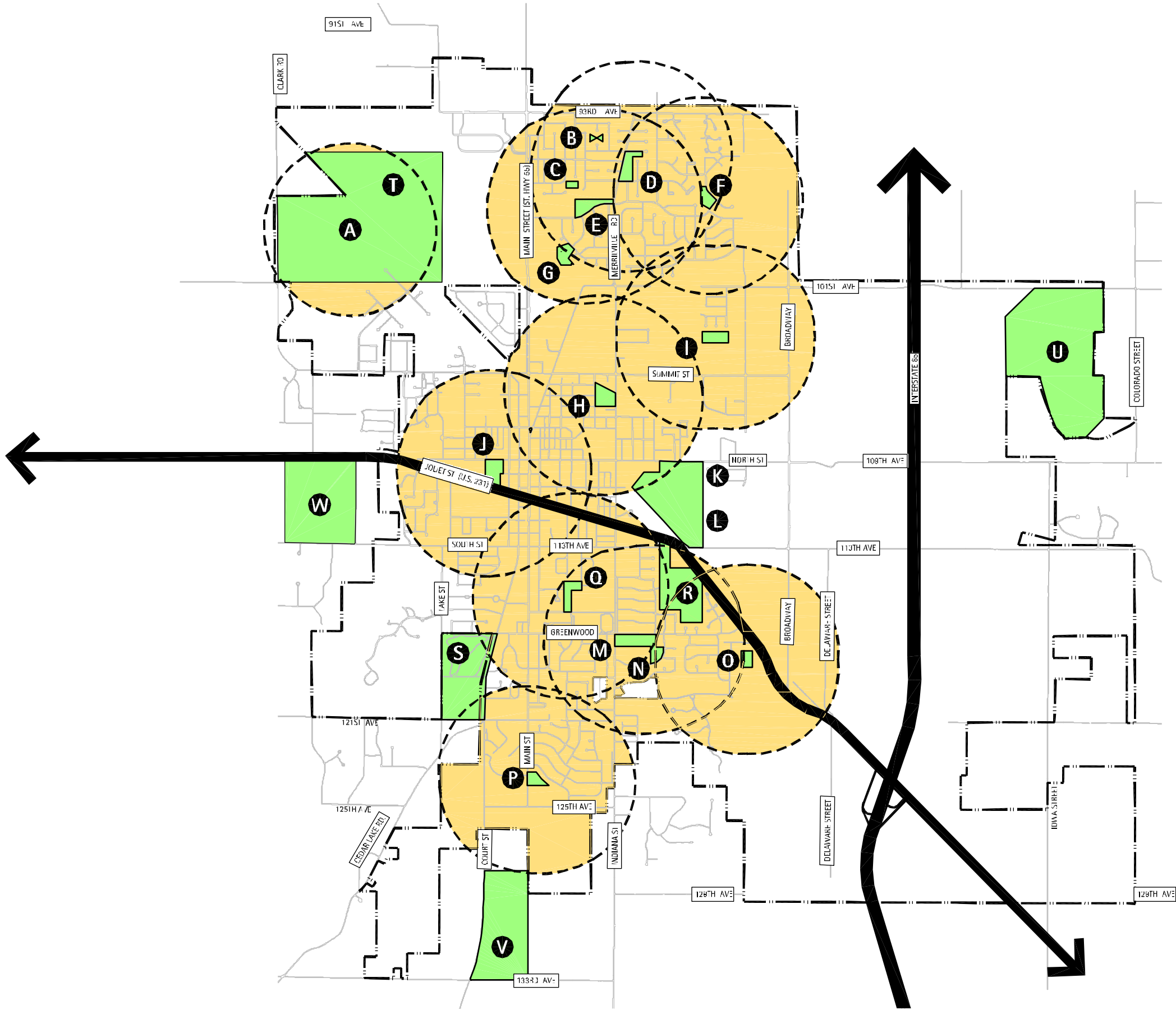
- A White Hawk Park
- B Bowtie Park
- C Arthur Park
- D Collins Park
- E Russ Keller Park
- F Erlenbach Park
- G Willowtree Park
- H Thomas Street Park
- I Brookside Park
- J Jerry Ross Park
- K Prairie View Park
- L Community Fields (Sportsplex)
- M Greenwood Park
- N High Meadow Park
- O Bluebird Park
- P Kaiser Park

Community Parks

- Q Solon Robinson Park
- R Sauerman Woods Park
- S Lake County Fairgrounds

Golf Courses

- T White Hawk Golf Course
- U Summer Tree Golf Course
- V Youche Country Club
- W Oak Knoll Golf Course





Section 4: Community Facilities

SECTION 4: COMMUNITY FACILITIES

Community facilities consist of public and government buildings, libraries, schools, and other facilities that provide Crown Point residents, visitors, and businesses with necessary public services. (See Figure 7: Community Facilities) Population increases expected over the next 10 to 20 years will increase demand placed on these facilities.

City Facilities

CITY HALL

City Hall is at 101 North East Street in Downtown Crown Point. It is a small, aging facility that eventually will need replacement as City service needs grow. The City is exploring long-range options for a new City Hall, including the potential for consolidating City offices from other locations. A City Hall can be a major activity generator for a Downtown commercial area. There are locations in Crown Point's Downtown that could accommodate a larger facility in the future, such as the former high school site.

POLICE STATION/FIRE STATION

The City's Police Station is at 124 North East Street in Downtown. Although the Police Station is relatively new and in good condition, the Police Department indicated that a police sub-station will be needed on the City's east side to serve anticipated growth.

The Fire Department has a station at 126 North East Street. The Department indicated that a new fire station will be needed on the east side to serve anticipated growth.

WATER PLANT

The City's Water Plant is on North Street just east of Indiana Avenue. City Staff indicated that the Plant and overall water supply/distribution system are adequate to handle the projected growth needs of Crown Point.

The Parks and Engineering Department offices are also located at the Water Plant and are in good condition.

UTILITIES/MAINTENANCE FACILITY

The City's Utilities/Maintenance Facility is at the Wastewater Treatment Plant along Merrillville Road in the northern part of the City. City Staff indicated that the maintenance facility is in good condition and adequate to handle future growth.

FACILITY CONSOLIDATION

In the next phase of the comprehensive planning process, City Staff will more specifically review the City's facilities needs based on the projected development of Crown Point. This study will include the potential for consolidating offices into a new City Hall and consolidating yard and storage areas into one shared location.

Library

The Crown Point Community Library has a Downtown location at 214 South Court Street, one-half block south of Courthouse Square. The facility is a 1908 building that has undergone renovations to bring it to 19,735 square feet and make it compliant with the Americans with Disabilities Act. The Library's collection is approximately 100,000 items, and its weekly use is between 3,300 and 3,700 patrons.

In 2000, the Library's service area (Center and Winfield Townships) had 33,000 residents and was experiencing increased residential growth. The Library Director indicated that a new library is needed to accommodate this growth and because the current building lacks a public meeting space, a computer lab, a separate youth area, and adequate storage. National standards show that the district will need a 50,000-square-foot library to serve an area with 50,000 people. Library officials also indicated the Library's collection should be 136,000 items for an area with the current population of greater Crown Point.

The Library Board prefers to have a library in the Downtown area because it is a central location that can serve the numerous schools in the area and can provide access to pedestrians as well as motorists. A Library, like a City Hall, is a major activity generator or anchor for a downtown. A new facility should be considered during future Downtown planning initiatives.

City of Crown Point

Community Facilities

Schools

The Crown Point School Corporation operates seven elementary schools, one middle school, and one high school in the Crown Point area. The school corporation's boundaries include most of Crown Point and areas west, south, and east of the City. (See Figure 8: School District Boundaries.)

As part of the City of Crown Point's Comprehensive Plan process, expected residential growth and the School Corporation's capacity to absorb new students were analyzed. In general, Crown Point area schools are not at capacity and can accommodate some growth in the student population in the short term, according to data provided by the School Corporation. (See Table 14: School Populations and Capacities.)

Only two of the schools, Winfield Elementary and Eisenhower Elementary, were at capacity for the 2004-2005 school year. The School Corporation projects that five of the schools – Winfield Elementary, MacArthur Elementary, Eisenhower Elementary, Taft

Table 14: School Populations and Capacities

School	Address	Grades	Students	Staff	Capacity	Remaining Capacity
High School	1500 S. Main	9 to 12	2100	175	2500	400
Taft Middle	1000 S. Main.	6 and 7	1040	94	1200	160
Eisenhower Elementary	1450 S. Main.	K to 6	387	41	387	0
Robinson Elementary	601 Pettibone	K to 6	490	61	525	35
Ball Elementary	720 W. Summit	K to 6	466	64	525	59
Winfield Elementary	13128 Montgomery.	K to 3	566	55	566	0
Ross Elementary	11319 Randolph	4 to 6	401	50	650	249
MacArthur Elementary	12900 Fairbanks	K to 6	503	58	550	47
Lake Street Elementary	475 Lake	K to 6	512	48	600	88

Source: Crown Point School Corporation

Middle School, and Crown Point High School – will be at capacity by 2015. These schools serve the west, south, and east sides of Crown Point, which are expected to experience significant residential growth over the next few years.

The School Corporation's projections might be exceeded if the pace of development envisioned in the Comprehensive Plan accelerates. The following table shows population projections for the City of Crown Point (assuming infill development, growth along Interstate 65, and new residential development in potential annexation areas) and the potential number of students that could be generated from that growth.

City of Crown Point

Community Facilities

Table 15: Population and Student Projections

Sub-Area/ Source	Density assumed:	Projected Units	Projected Population	Elem. School	Middle School	High School	Total Students
2000 Census	-	-	19,806	-	-	-	-
Planned subdivisions ¹	-	4,024	9,919	1,328	322	402	2,052
Proposed subdivisions ¹	-	781	2,196	258	62	78	398
Potential development ²							
Infill ³	3 units/acre	196	551	65	16	20	100
North Main ⁴	-	359	873	-	-	-	-
Downtown ⁵	-	117	222	39	9	12	60
Bridgeport ⁶	-	80	225	26	6	8	41
I-65 Corridor ⁷	-	4,673	10,410	1,119	271	339	1,729
West Annexation Area ⁸	2 units/acre	1,920	5,399	66	93	116	275
South Annexation Area ⁹	1-3 units/acre	3,260	9,167	628	152	190	971
2020 growth	-	15,410	38,962	3,528	932	1,165	5,626
2020 total	-	-	58,768	-	-	-	12,047

Source: City of Crown Point, Crown Point School Corporation, The Lakota Group

- 1 Crown Point Community Development Department 2004-2005 inventory.
- 2 Projected development based on 2005 Comprehensive Plan.
- 3 Scattered vacant lots/sites in existing residential areas.
- 4 Residential portion of large site south of Lake County Complex with single and multi-family mix.
- 5 Potential residential development on Downtown Little League site. Could be more units if other appropriate Downtown blocks are redeveloped with condominiums or apartments.
- 6 Potential redevelopment of industrial/rail corridor bounded by North, Summit, Grant, and Indiana.
- 7 Projected residential development in Interstate 65 Corridor with single-family and multi-family mix.
- 8 Potential annexation of area west of Crown Point to Cline Avenue. Projection does not include existing residential areas and assumes 40% of area will not

develop because of woodlands, wetlands, and roads.

- 9 Potential annexation of area south of Crown Point to 137rd Avenue. Projection assumes 20% of area will not develop because of wetlands and roads.
- 10 For projecting populations, single-family detached residential areas were assumed to have 2.8 people per unit, single-family attached areas were assumed to have 1.9 people per unit, and apartments were assumed to have 1.7 people per unit.

NOTE:

- Projections are for Crown Point planning area only. Does not include east of Colorado Street or part of the city in Merrillville School Corporation service area.
- Student projections based on Crown Point School Corporation ratios: .33 elementary students per housing unit; .08 middle school students per unit; and .1 high school students per unit.

Table 16: Student Projections Effect on School Facilities

	Elementary	Middle	High	Total
Gross capacity	3,803	1,200	2,500	7,503
Current students	3,333	1,032	2,056	6,421
Excess capacity	470	168	444	1,082
Possible expansion	240	-	-	240
Net capacity	710	168	444	1,322
Growth Projection	3,604	950	1,188	5,742
Growth exceeds capacity	2,894	782	744	4,420
Schools needed	4.8	0.8	0.3	
Assumption (student per school)	600	1,000	2,500	

Source: City of Crown Point, Crown Point School Corporation, The Lakota Group

If fully developed within the next 15 years, Crown Point could more than double its population, reaching approximately 58,000 people. This could add approximately 5,700 students to the Crown Point School Corporation system. Assuming new schools would serve about the same number of students as current schools, the new development could mean that the School Corporation would need an additional five elementary schools, one middle school, and possibly some expansion at the high school.

The School Corporation has land available at the former high school site Downtown and is considering building a middle school at that location. The eastern one-third of that site might be available for civic or commercial development and some open space.

Utilities

The City recently expanded its Wastewater Treatment Plant to handle 5.1 million gallons per day, with a peak of 9.2 million gallons per day. According to City Staff, the Plant can handle the future growth defined in the Comprehensive Plan. However, sewer line extensions and lift stations would be needed to provide sewer service to some new developments at the City edges.

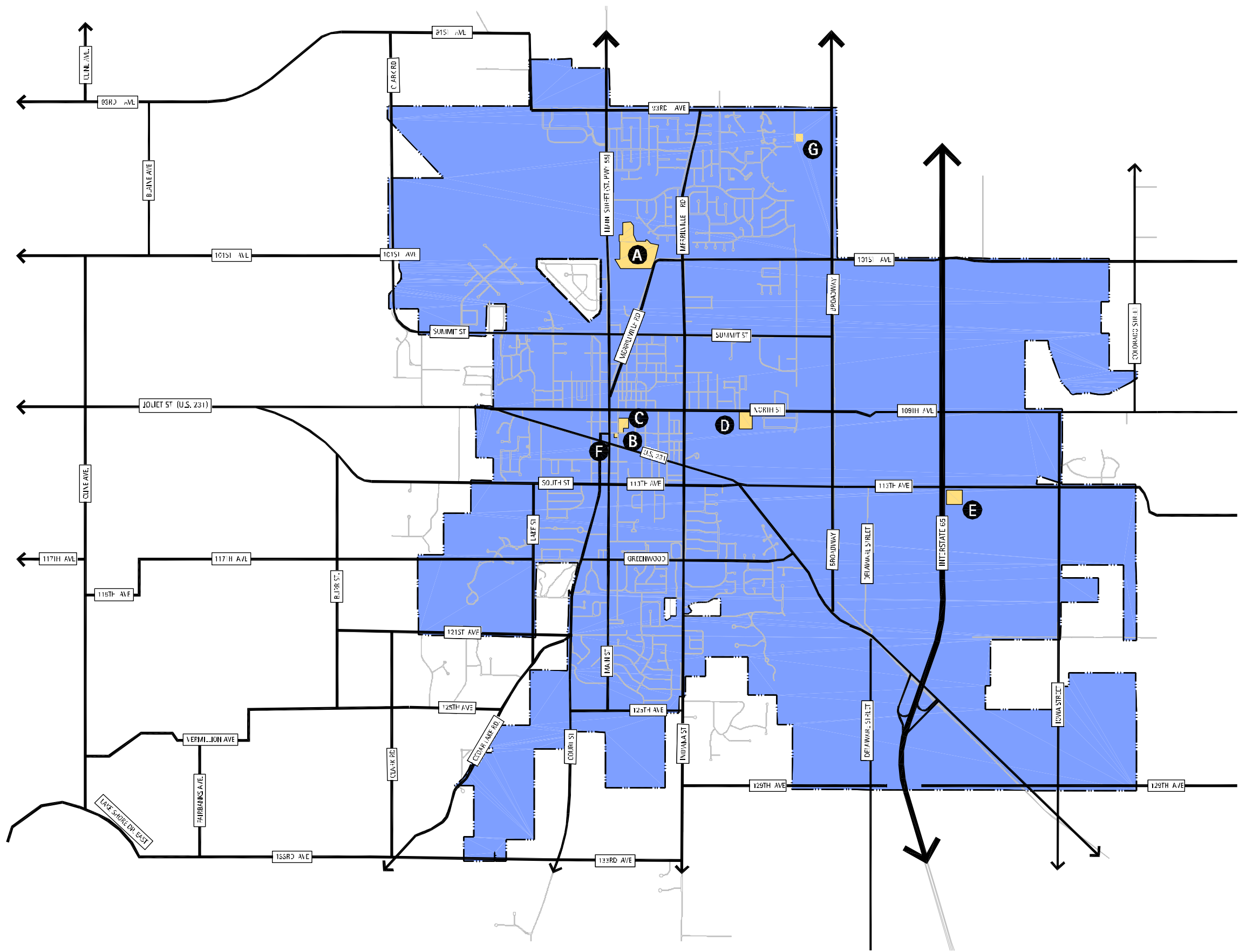
The City has 5.5 million gallons of water storage capacity, and City Staff indicated that at least one additional storage tank will be needed to accommodate projected development. The City owns property on 96th Place that could be used for a water storage tank.

City of Crown Point

Community Facilities

Legend

- Crown Point Boundary
- A Wastewater Treatment Facility/Utilities/Maintenance
- B City Hall
- C Police/Fire Station
- D Water Tower
- E Water Tower
- F City Library
- G Water District Pumping Station





Section 5: Transportation Network

SECTION 5: TRANSPORTATION NETWORK

The City of Crown Point is generally served by a traditional grid street system including a north-south Interstate highway, arterial roadways, collector streets, and local neighborhood streets. (See Figure 9, Transportation Analysis.) The roles of these roadways range from being part of the regional transportation system, to providing inter-community travel routes, to connecting the City's many neighborhoods. Table 17 presents a description of each roadway functional classification.

Table 17: Functional Roadway Classifications

Classification	Description	City of Crown Point Examples
Expressway	Facility with large traffic volumes serving regional travel with high mobility and limited controlled access locations.	<ul style="list-style-type: none"> • Interstate 65
Principal Arterial Roadway	Roadway serving multiple communities with high traffic volumes, high mobility, and limited access. Links major activity centers, expressways, and collector streets.	<ul style="list-style-type: none"> • Route 231 • Broadway • Main Street (north of Summit)
Minor Arterial Roadway	Interconnects with the principal arterial street system providing less mobility and more accessibility than principal arterial roadways.	<ul style="list-style-type: none"> • Main Street (south of Summit) • Indiana Avenue • Summit Street • North Street (109th)
Collector Street	Provides land access and traffic circulation within residential, commercial, and industrial areas. Carries moderate traffic volumes and connects local streets to arterial roadways.	<ul style="list-style-type: none"> • South Street (113th) • Greenwood Avenue • Court Street • Center/Ross Road (101st) • Lake Street
Local Street	Comprises the remainder of roadways not included in a higher classification. Carries a low volume of traffic. Provides low mobility and high accessibility to adjacent land and higher-level roadways. Through traffic is discouraged.	<ul style="list-style-type: none"> • Monitor Avenue • Jackson Street • 95th Avenue

Source: American Association of State Highway and Transportation Officials

Expressways

Interstate 65 runs north-south through the east side of the City and experiences free-flow traffic conditions. In 2002, this expressway carried 38,000 vehicles a day through Crown Point.

The Interstate has a full-access interchange at Route 231, with off-ramps that are under stop-sign control rather than signal control. This interchange is located in the southeast corner of the City and is not convenient access for many residents wishing to travel north for employment and shopping trips. The nearest existing interchange to the north is approximately 5.4 miles north of Route 231 in Merrillville at Route 30. To the south, the nearest existing interchange is approximately 7.4 miles south of Route 231 near Lowell at Indiana Route 2.

The Indiana Department of Transportation has conducted a feasibility study that concluded that 109th Avenue is a feasible location for an additional expressway interchange. The County and City are currently seeking funding for a full-access interchange at 109th Street, which would increase accessibility to Crown Point and nearby areas such as the Purdue Technology Center.

Arterial Roadways

ROUTE 231:

Route 231 serves regional through-traffic, intra-community traffic, and links the City's street system to I-65 and arterial, collector, and local roads. This roadway is also a major route to and from Downtown.

South Street currently intersects Route 231 at an acute angle presenting safety and line-of-sight issues. This intersection configuration creates difficulty for drivers on South Street to see westbound traffic on Route 231 and results in a high potential for accidents. The City is planning on reconfiguring the intersection so that South Street intersects Route 231 at a 90-degree angle. This improvement will increase visibility from South Street and improve safety conditions for turning vehicles.

Truck traffic utilizes Route 231 between I-65 on the east and Route 41 on the west. Potential reasons for the truck traffic include bypassing congestion near I-65 and I-80/I-94 north of Crown Point and the truck weigh station south of Crown Point.

To travel east/west on Route 231, trucks must circulate one-way counterclockwise around Courthouse Square in the center of the City. The trucks create numerous negative impacts on Downtown, including inefficient traffic operations; wide turns across multiple lanes; trailers clipping corners; unsafe conditions for pedestrians; and undesirable noise. In the past, trucks have hit parked vehicles and collided with traffic signal equipment.

While truck traffic traveling around the Courthouse is not high volume, it is disruptive to Downtown's "small town" character with its pedestrian-oriented streets, small building scale, slower traffic, and diagonal parking. The intersections surrounding the Courthouse Square have excess capacity and generally operate without noticeable congestion.

BROADWAY (STATE HIGHWAY 53):

Broadway Street provides inter-community mobility between Crown Point, Merrillville, and beyond. It carries high traffic volumes and intersects with other arterial roadways and collector streets.

Within the City, Broadway maintains signalized intersections with Route 231, South Street, North Street, Summit Street, 101st Street, and 93rd Avenue. At the Route 231 and 93rd Avenue intersections, Broadway provides separate left-turn lanes. Broadway does not have separate left-turn lanes at the other signalized intersections. The Broadway intersections at South, North, and Summit contain unmarked right-turn/bypass lanes that are used when a vehicle is waiting to make a left turn from Broadway. As traffic volumes grow and nearby development increases, the lack of dedicated left-turn lanes will create operational and safety issues along Broadway.

MAIN STREET

Main Street north of Summit Street serves as a principal arterial, while south of Summit, Main Street has the character of a minor arterial. North of Summit, Main Street provides greater mobility with higher speeds and less accessibility to adjacent properties. South of Summit Street, speeds are reduced, accessibility to adjacent properties is increased, and on-street parking is provided along various segments.

Main Street provides a travel route within the City and between Crown Point and Merrillville. In addition, Main Street provides a link to activity generators such as Crown Point High School, St. Anthony's Medical Center, Downtown, and the Lake County Government Center.

At various intersections, Main Street can experience peak-hour traffic congestion. North of Summit, numerous properties have uncoordinated access driveways and minimal internal access between properties. With a lack of cross access, drivers are forced to enter/exit Main Street to travel to nearby properties.

A frontage road on the west side on Main Street from Summit Street north to the American Legion field also creates safety issues with several conflict points. A similar frontage road exists on the east side of Main Street serving various retail properties near 97th Place.

Although frontage roads can enhance access between properties and reduce curb cuts along arterial roads, they present operational and safety issues at intersections. The frontage road along the west

side of Main Street north of Summit is located too close to intersections. This lack of distance has the greatest impact at the Main Street/Birch Avenue signalized intersection.

The Main/Summit intersection is one of the most congested intersections and high-accident locations in the City. Main Street is a primary roadway through the City. Summit Street is a minor arterial serving residential uses to the west and a mix of residential, commercial, and industrial uses to the east. The City is in the process of acquiring property along Summit Street east of the intersection to accommodate roadway improvements and adjacent redevelopment.

OTHER ARTERIAL ROADS

In addition to the portion of Main Street south of Summit Street, other minor arterial roadways within the City include Indiana Avenue, Summit Street, North Street (109th Avenue), and 93rd Avenue. These roadways carry moderate volumes of traffic, link arterial collector roadways, and provide access to adjacent properties.

The intersections of Summit Street at Merrillville Road and Indiana Avenue are currently under four-way stop control and experience congestion during peak periods. The extended eastbound vehicle stacking on Summit at Merrillville Road during congested periods can negatively impact the Main/Summit intersection. These intersections are being considered for signalization in the future.

The City is planning to widen 93rd Avenue from just east of Main to just west of Broadway. After the widening, 93rd Avenue will generally provide a five-lane cross-section (two lanes in each direction and separate left-turn lanes/grass median). The residential frontage road along the south side of the intersection will be extended east to access a local church.

Collector Streets

These routes provide intra-community mobility; good access to adjacent residential, commercial, and industrial properties; and links to the City's arterial and local street system. Collector streets within the City include South Street (113th Avenue), Greenwood Avenue, Center/Ross Road, Court Street, and Lake Street.

The intersection of Court Street/121st Avenue/Cedar Lake Road currently provides five approaches. The Cedar Lake Road approach in the southwest quadrant of the intersection creates an awkward angle and an elevation change. The City is planning to eliminate the Cedar Lake Road approach and divert the existing traffic to the Lake Street/121st Street intersection. Traffic along Cedar Lake Road will utilize Lake Street to access 121st Avenue or other east-west collector streets such as Greenwood Avenue and South Street.

Local Streets

The remaining roads and streets in the City not included in a higher functional classification are considered local streets. These streets provide a high level of access with minimal mobility and carry low traffic volumes. It is desirable to separate local streets serving residential traffic from streets serving commercial and industrial traffic.

In the neighborhood bounded by Summit Street, North Street, Indiana Avenue, and Main Street, there is a mix of residential and industrial/commercial uses. Truck traffic servicing the industrial/commercial businesses mixes with pedestrian and vehicle traffic associated with the residential use.

Local streets such as Monitor Avenue, Jackson Street, and 95th Avenue link neighborhoods to collector streets and arterial roadways. Generally, the City's local street system is in good condition.

Table 18 presents daily traffic volumes along various roadway segments within the City.

Table 18: Daily Traffic Volumes

Roadway	Segment	Daily Traffic Volume	Year of Count
Interstate 65	North of Route 231	38,070	2002
	South of Route 231	34,210	2002
Route 231	West of I-65	9,850	2003
	I-65 to Broadway	10,680	2003
	Broadway to 113 th Avenue	7,960	2003
	113 th Avenue to Indiana Avenue	12,130	2003
	Indiana Avenue to East Street	11,510	2003
	East Street to Main Street	8,230	2003
	East Side of Courthouse Square	14,740	2003
	North Side of Courthouse Square	11,080	2003
	South Side of Courthouse Square	13,250	2003
	Courthouse Square to Chase Drive	8,550	2003
	West of Chase Drive	10,790	2003
Broadway (State Hwy 53)	Route 231 to 113 th Avenue	13,700	2003
	113 th Avenue to North Street	18,160	2003
	North Street to 93 rd Avenue	16,790	2003
Main Street (State Hwy 55)	Courthouse Square to North Street	15,190	2003
	North of North Street	19,570	2003
Indiana Avenue (State Hwy 55)	Route 231 to Greenwood Avenue	14,130	2003
	South of Greenwood Avenue	11,730	2003

Source: Indiana Department of Transportation

Key Intersections

The traditional grid roadway network of arterial, collector, and local streets has many intersections. Most of the intersections of arterial roadways within the City are signalized.

As noted earlier, the following key intersections contain characteristics that may include high traffic volumes, peak-hour congestion, and/or safety and operational issues.

- Route 231/Main Street/Court Street (Courthouse Square)
- Route 231/South Street
- Main Street/Summit Street
- Main Street/Birch Avenue
- Broadway between South Street and 101st Avenue
- Summit Street/Merrillville Road
- Summit Street/Indiana Avenue
- Court Street/Cedar Lake Road/121st Avenue

Downtown Parking

The streets surrounding Courthouse Square each provide on-street parking (angle and parallel spaces). These on-street spaces provide convenient parking serving Downtown shops, restaurants, and services. In addition, a few off-street parking lots are within one to two blocks of the Courthouse Square.

To assess concerns about the availability of parking in Downtown, hourly parking supply and demand was surveyed around the Square on a weekday between 10:00 a.m. and 3:00 p.m. This time frame included midday parking demand for Downtown businesses and the lunch period for restaurants.

The survey indicated that the parking spaces reached a maximum occupancy of approximately 80 percent, with the peak hour of parking demand occurring at 1:00 p.m. Although the on-street parking spaces surrounding the Courthouse Square were well utilized, a number of spaces were still available during the peak parking hour. Additional on-street parking spaces were available within a block of the Courthouse Square.

Although the survey of on-street parking around Courthouse Square indicated high utilization, parking spaces are available. A lack of signage and wayfinding limits the awareness of municipal parking lots in and near the Downtown area.

In the next phase of planning for Downtown, parking demand based on existing and future uses and businesses will be more specifically addressed. The capacity of the existing parking supply to meet demand created by future development will also be considered, including opportunities for shared parking between uses.

Other Transportation Issues

ROAD SEGMENTS

Various roadways such as 129th Avenue and Madison Street exist as short segments with missing links between uses and neighborhoods. This lack of connectivity makes it inconvenient to travel, especially in the southern and eastern portions of the City.

CONDITIONS & CONTROLS

Some east/west roadways have sections of poor pavement and will require physical and traffic-control upgrades to accommodate future growth in traffic.

DEVELOPMENT BALANCE

The City is faced with the challenge of accommodating growth while maintaining and establishing an efficient transportation system. Issues include increasing street connectivity, creating proper intersection alignments, mitigating traffic impacts on surrounding roadways, and funding/engineering new roads needed for development.

CITY/COUNTY JURISDICTION

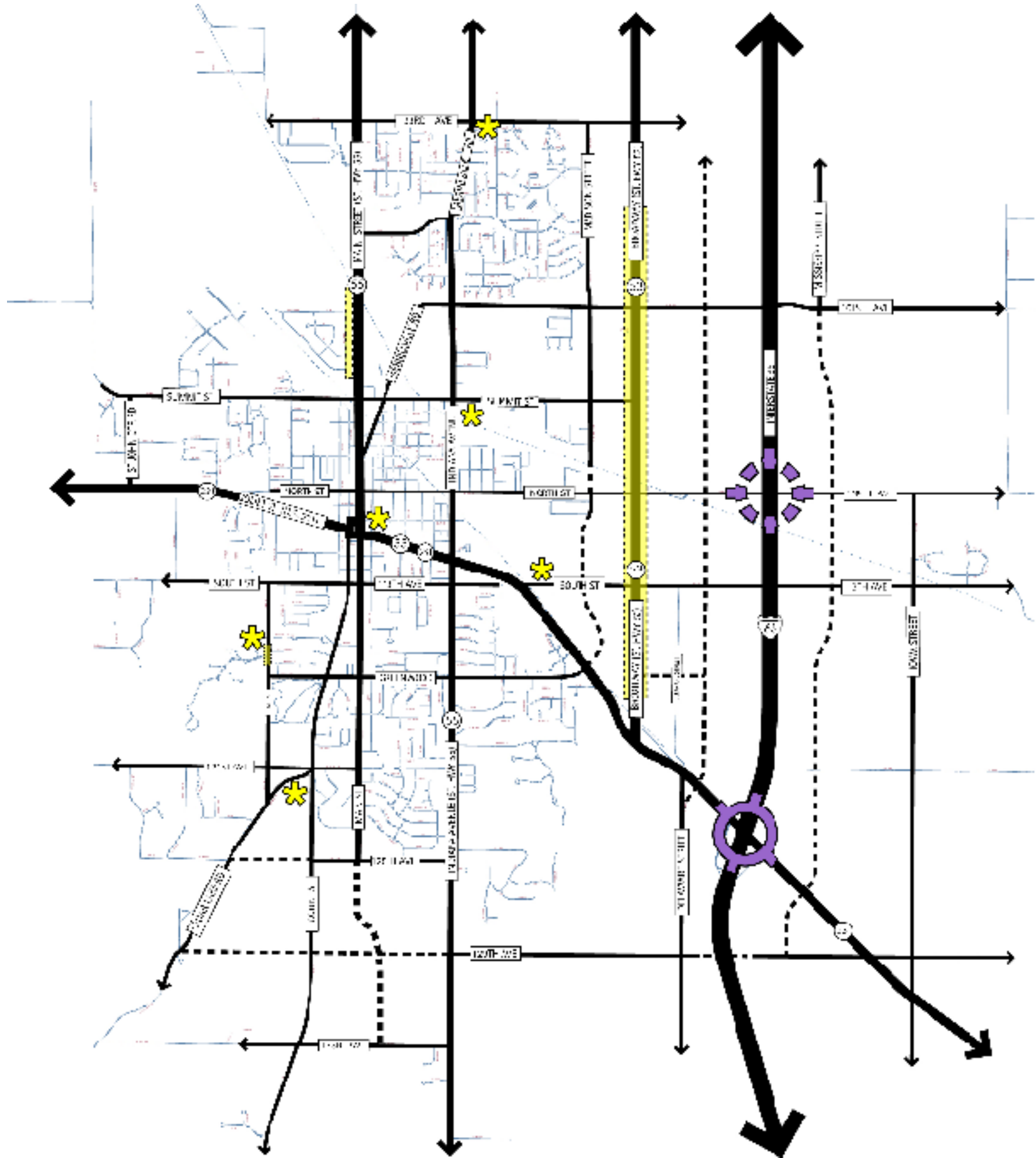
There has been concern with inconsistent maintenance (such as snow plowing) regarding City versus county streets.

City of Crown Point

Transportation Analysis

Legend

- Community Boundary
- Expressway
- Primary Arterial
- Secondary Arterial
- Collector
- Roadway Extension
- Interchange
- Future Interchange
- Transportation Issue
- Transportation Improvements





Section 6: Issues and Opportunities

SECTION 6: ISSUES AND OPPORTUNITIES

The following is a summary of the land-use issues and development opportunities that exist in Crown Point. They are based on the comprehensive inventory and assessment of the community's physical setting and input from focus groups and community workshops.

Land Use

ISSUES:

- Vacant, undeveloped sites.
- Future redevelopment of former high school site in Downtown.
- Lack of property improvement and development activity in Downtown.
- Perception that Downtown area is just the Courthouse Square blocks.
- Quality and location of multi-family housing.
- New residential development in I-65 corridor.
- Lack of office and industrial development in I-65 Corridor.
- Need for coordinated land uses and infrastructure in I-65 Corridor.
- Industrial uses conflicting with other uses.
- Lack of sports fields and recreation uses.
- Development sprawl into rural edges of City.
- Agricultural areas not being preserved.
- Future park and school sites uncertain.
- Need for new middle school.
- Utility extensions needed.

OPPORTUNITIES

- Crown Point's positive image and historic, small town character.

- I-65 Corridor with Route 231 interchange and future 109th interchange.
- Activity generators such as St. Anthony Medical Center and Lake County Complex.
- Planned Illiana Expressway just south of City.
- Large vacant sites provide significant development opportunities.
- Large, single-ownership parcels make development easier.
- Infill development potential of small sites.
- Single-family residential booming.
- Varied housing products.
- Mixed-use potential in Downtown and near/within commercial centers.
- New City Hall and Library as bigger anchors for Downtown.
- Downtown expansion into former high school site.
- Downtown as regional shopping and dining hub for Northwest Indiana.
- Commercial development interest.
- Open space expansion, including availability of large sites for sportplexes.
- Potential spin-offs from Purdue Technology Center.

Physical Conditions

ISSUES:

- Unattractive physical conditions in commercial areas and industrial areas.
- Deteriorated road/streetscapes.
- Inconsistent setbacks and parking conditions along Main Street.
- Aging residential and commercial buildings.
- Backs of buildings in Downtown regarding pedestrian access and conditions.
- Lack of curbs in some areas.
- Lack of streetscape in some areas.
- Unattractive road buffers, fencing, and signage for new developments.
- Need for design guidelines, code updates, and code enforcement.
- Tree-lined streets vs. overhead utilities.
- Maintaining and creating community image with new development.
- Monotonous architecture in new residential developments.

OPPORTUNITIES

- Attractive gateways at City and development site entrances.
- Consistent rural “roadscape” image for all developments.
- I-65 development buffer.
- Design controls and guidelines.
- Improvement and development of Main Street Corridor.
- Enhanced wayfinding and signage for City, districts, and businesses.

- Additional parks and open spaces, including Downtown “civic green.”
- Commercial and industrial building façade improvements.
- Downtown streetscape enhancements, especially with Route 231 rerouting.
- Courthouse Square character.

Open Space and Trails

ISSUES

- Regional trails stop at City edges.
- Trail implementation has been slow.
- Lack of a park board to advise City Council.
- Lack of public recreation fields; City relies on private recreation fields.
- Lack of community parks and tot lots.
- Location of parks/facilities.
- Lack of amenities/facilities at parks.
- Americans with Disabilities Act requirements.
- New developments need to provide park facilities.

OPPORTUNITIES

- Unique confluence of major regional trails at City's doorstep.
- Former rail rights-of-way and open areas for trails.
- Expanded trail system.
- Good condition of parks.
- Use of Lake County Fairgrounds on City's southwest border.
- Possible expansion/creation of recreation fields/complexes.
- Room for new Downtown civic green at former high school site.
- New public school facilities used/shared by community.
- Nearby golf courses for recreation and green space.
- YMCA proximity to high school.
- Cooperation with county for more park and recreation opportunities, such as trails.

Transportation

ISSUES

- Congestion in some areas, such as Main and Summit.
- Trucks/noise cause problems Downtown.
- Public parking limited in Square.
- Inconsistent right-of-way, setbacks, and frontage roads along Main Street.
- Too many curb cuts and uncoordinated driveways along commercial corridors.
- Traffic problems along Main Street at access points and frontage roads.
- Lack of turn lanes on Broadway.
- Isolated Interstate 65 interchange.
- Missing roadway links.
- Deteriorating pavement conditions in some locations.
- Road construction balance with new development.
- Maintenance issues caused by roads being under different jurisdictions.

OPPORTUNITIES

- Possible future interchange at I-65 and 109th Avenue.
- Realignment of Route 231 to south side of Courthouse Square.
- Segmented roadway connections.
- Access-management strategies.
- Ability to get ahead of development.



Section 7: The Future Crown Point

SECTION 7: THE FUTURE CROWN POINT

Community Vision

The future vision for Crown Point is based on the community's desire to **improve its quality of life** by **taking advantage of the City's positive attributes** and guiding and **"staying ahead of" area development**. The City, in the next 10 years, is envisioned to continue to be an attractive and thriving place that capitalizes on its natural features, historic character, transportation network, and land-use potential.

Crown Point will continue to promote and enhance its image as a **quaint small town** centered on its beautiful County Courthouse and as a **"green" community** with attractive open spaces, roadscape, and architecture. The City will have fostered awareness among landowners, businesses, and developers of **higher quality building, site, and public space design** and **sustainable development principals** that emphasize energy conservation, healthy buildings, and resource reuse. The City will also have promoted among landowners and nearby communities and townships the need to manage growth so that services and infrastructure are efficiently and economically provided and productive agricultural land is preserved. This would include a cooperative effort to establish a **"growth management boundary"** at the City's rural edges to define where development should and should not occur.

Improving the community's physical conditions and **conserving natural resources** will be major considerations when evaluating community improvement and development proposals. The City will strive for sustainable land-use choices as it implements the Comprehensive Plan over the next 10 to 20 years.

An **efficient transportation network** will provide for the safe movement of vehicles, pedestrians, and bicyclists throughout the City as major roadway and trail projects are completed. Roads and streets will be maintained in good condition and provide the convenience needed to travel throughout the City, as well as to retain and attract businesses.

Crown Point will continue to be a **strong residential community** with safe, attractive, and "walkable" neighborhoods and good

schools and parks. Neighborhoods will be primarily single family with multi-family clustered near transportation connections and commercial areas. This will allow the City to maintain its character while providing a variety of housing types at a range of costs for current and future residents. Quality multi-family housing around major intersections and near shopping centers will enhance the City's commercial viability and accessibility.

Consolidated and thriving commercial districts, including an enhanced Downtown, will offer inviting shopping environments for residents, as well as shoppers from throughout the region. The districts will be well defined and linked to adjacent neighborhoods where feasible, while adding to the City's tax base.

These strategically located areas will offer access to a full spectrum of shopping and dining opportunities – from small neighborhood convenience shops to Downtown specialty shops to grocery stores to large regional retailers that serve both the City and greater Northwest Indiana area. The City will be marketed and recognized as **a more attractive, convenient, and pedestrian-oriented shopping hub for the area** with its wide mix of commercial businesses and restaurants.

In 10 years, it is envisioned that the economic development of the City will have put Crown Point on the “Midwest map” as **a highly desirable place to do business**. The City will have attractive commercial centers and **modern business parks and office campuses** along the Interstate 65 Corridor near the Route 231 interchange, future 109th Street interchange, and Purdue Technology Center. These industrial and office complexes will accommodate a wide range of businesses that provide economic benefit to the City. Outdated industrial sites will be improved and “reestablished” in an attractive business park setting or converted to residential uses and open space that provide residents with new housing and recreational opportunities.

An **interconnected open space system** that includes existing and new parks, extended and linked trails, and other facilities will have increased community open space, enhanced natural areas, and improved daily life for area residents and visitors. The additional recreation opportunities along with the establishment of such an

City of Crown Point

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extensive regional trail network will continue to benefit the City and promote Crown Point as a green, active community.

Public facilities will be continually improved and maintained to provide residents with **outstanding municipal services**. Public safety, parks and recreation, schools, infrastructure, and other community facilities and services will be provided in an efficient and effective manner to Crown Point citizens and businesses to maintain a high quality of life. In the future, the City will work closely with landowners, developers, and the School Corporation to better link park and school needs with new development proposals.

Future Land Use Plan

The City of Crown Point Land-Use Plan provides a framework for making better community improvement and development decisions in the future. (See Figure 11: Future Land Use Plan) It defines how the City can change its land-use mix and physical setting based on the desired vision of how Crown Point should grow, function, and look in the future.

The Land-Use Plan presented in this section defines the type, location, and mix of land uses desired by the City in the future. Section 8: Goals & Objectives summarizes the goals, objectives and strategies that the plan is based on. Section 9: Planning Sub-Areas presents more specific information regarding strategies and guidelines for the City's key sub-areas.

Future development proposals and community improvement initiatives will be reviewed for consistency with the Land-Use Plan and its goals, as well as the sub-area development strategies.

Future Roadway Network

An efficient and safe transportation network is critical to the viability of a community and region. Coordinating transportation needs with land-use decision-making is a fundamental component of a comprehensive plan. The following are the transportation network improvements recommended to accommodate the future land-use mix and development patterns of Crown Point. (See Figure 11: Transportation Plan)

EXPRESSWAYS

Interstate 65 through Crown Point will continue to serve the community, with the potential addition of an interchange at 109th Avenue to increase regional access to the City

The 2030 Long-Range Transportation Plan developed by the Northwestern Indiana Regional Planning Commission recommends that the “Illiana Expressway” be developed as an additional expressway serving the growing Northwest Indiana region. This new roadway, which would be located south of Crown Point, would link I-65 to I-57 in Illinois between 150th Avenue and 160th Avenue. The Illiana Expressway would significantly enhance east/west regional mobility and provide an alternate route to I-80/I-94 north of Crown Point.

ARTERIAL ROADWAYS

As future development occurs along the I-65 corridor, additional traffic will utilize the area’s arterial roadways and existing and potential interchanges. In addition to accommodating future growth, various improvements are needed to address existing operational deficiencies and safety issues on area roads.

Route 231

Route 231 is especially expected to carry increased traffic volumes. The roadway will need to be widened to provide two lanes in each direction and dedicated left-turn and right-turn lanes at most intersections. Access management strategies such as coordinated access locations, cross-access agreements, and quarter-mile spacing between traffic signals should be applied to new developments and road plans.

Additional traffic will also require the installation of traffic signals at the Route 231 I-65 ramp intersections. Depending on the configuration of the potential I-65/109th Avenue interchange, ramp intersections for the new interchange may also require signalization.

To address the impact of truck traffic circulating around the Courthouse Square, Route 231 should be shifted to the south side of the Square, which would be converted to a two-way street. The realigned portion of Route 231 would curve west through a portion of the former high school site and connect with the existing Route 231 alignment.

Modifying circulation around the Courthouse would provide several benefits. The first benefit is the removal of truck traffic circulating around the Square, although truck traffic would continue to pass along its south side. The adjusted circulation pattern also reduces the traffic volumes along the east, north, and west sides of the Square, thus increasing safety for pedestrians and on-street parking.

Main Street

Main Street currently transitions from a minor arterial roadway from the south to a primary arterial roadway on the north. Main Street should maintain its current cross-section with separate left-turn lanes provided at the signalized intersections north of Courthouse Square.

Frontage road access via Birch Street should be eliminated or shifted west of existing retail buildings if possible. This would remove or shift the conflict of vehicles using Birch Street and the frontage road, which is currently less than 30 feet from Main Street. Secondly, direct access to the frontage road from Main Street should be eliminated or consolidated to a single access driveway.

While a frontage road allows cross-access between properties without having to access Main Street, the immediate proximity of the frontage road access to Main Street creates critical safety issues. Distance between any frontage road access and Main Street should be maximized. Ideally, access to commercial properties should be

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from consolidated, shared driveways and east/west streets with signalized intersections such as Summit Street and Birch Street.

Appropriate access management strategies should be applied where feasible to properties along North Main Street. These include consolidating access driveways, creating cross-access between properties, and using a quarter mile minimum spacing between traffic signals. Consolidating access driveways and creating cross-access easements can be difficult with existing established businesses. As properties redevelop over time, these concepts should be used to minimize vehicle conflicts and reduce safety concerns along Main Street.

Broadway

The Broadway Corridor is an important roadway link within the City and to other communities to the north. Currently, the signalized intersections of South Street, North Street, Summit Street, and 101st Avenue provide exclusive left-turn lanes along Broadway. To reduce the potential for rear-end collisions at intersections and to improve traffic flow efficiency, separate left-turn lanes should be provided these streets and major access driveways.

As future development occurs within the I-65 Corridor, Broadway is expected to experience a significant increase in traffic volumes. Over time, this additional traffic will generate the need to widen Broadway to a five-lane cross-section (two lanes in each direction and separate left-turn lanes at key intersections/access locations).

Similar to the other arterial roadways, access management strategies should be utilized to minimize the impact of adjacent development on traffic operations and reduce the potential for accidents.

Other Minor Arterials

The City plans to widen 93rd Avenue to provide two through lanes in each direction with separate left-turn lanes.

The pavement conditions along 109th Avenue and Summit Street need to be upgraded and maintained to effectively serve additional

traffic associated with future development and the potential I-65 interchange at 109th.

Because of current congestion along Summit Street just east of Main Street, traffic signals should be installed at the Summit Street intersections with Indiana Avenue and Merrillville Road. These traffic signals should be interconnected as a coordinated system with the traffic signal at the Main Street/Summit Street intersection.

Although Mississippi Street is not currently classified as a minor arterial roadway, it should be extended south from 101st Avenue to 129th Avenue as it will serve as an important north/south roadway for the east side of the I-65 corridor. Mississippi Street will likely require traffic signals at its intersections with Route 231, 109th Avenue, and other east-west roadways.

Another minor arterial road link that will be needed as the area develops is a new north/south roadway on the west side of I-65 that connects Route 231, 113th Avenue, and 109th Avenue. South of Route 231, this new road link should be aligned with existing Delaware Street to form a more efficient 90-degree intersection.

COLLECTOR ROADS

It is important that these streets be well maintained as an option for intra-community travel. As traffic volumes increase over time on arterial roadways, the intersections of arterials and collectors may require signalization.

As the west side of I-65 develops, existing Delaware Street north of Route 231, should be realigned and connected to the business park drive at 113th Street and new east-west minor arterial road noted above. It should be designed as a collector road for mostly residential traffic anticipated nearby.

LOCAL STREETS

The local street network will be expanded as development occurs throughout the City. These streets should be at least 24 feet wide. If on-street parking is desired, the streets should be 28 feet wide. The street systems serving new developments should be connected

to the existing roadway network and potential adjacent properties to provide continuity for vehicles and pedestrians.

New developments should be incorporated into the City with streets constructed to City standards. This will allow for more continuous roadway jurisdiction and avoid confusion regarding roadway maintenance responsibility.

ACCESS MANAGEMENT

Curb Cuts

Access management is used to preserve mobility and efficiently move traffic by limiting the number of access driveways to adjacent properties. Strategies include reducing and consolidating existing curb cuts, minimizing the number of driveways serving new and redeveloped properties, properly aligning and spacing access locations, and providing internal access connections between developments.

Consolidating curb cuts or not permitting excessive access driveways minimizes the number of conflict points between vehicles entering/exiting a property and traveling along adjacent roadways. Fewer access driveways also reduce the number of conflict points between vehicular traffic and pedestrians on sidewalks. Properly aligning access locations opposite one another rather than at offset configurations also minimizes conflict points. Thus, the potential for accidents is reduced and safety is improved.

The City should emphasize access management along all arterial roadways and collector streets.

Cross-Access

Providing internal access connections between adjacent properties allows vehicles to access one development from another without forcing vehicles to exit and enter properties individually. Allowing vehicles to travel between developments without accessing an adjacent arterial roadway reduces turning movement conflicts and reduces traffic on surrounding streets. Thus, traffic flow on the adjacent roadways is improved. Cross-access connections are also encouraged to accommodate pedestrians, allowing for visitors to park in one location to patronize multiple businesses.

Traffic Signal Spacing

With appropriate traffic signal spacing, a balance between accessibility and mobility can be achieved. Traffic signals at proper locations will allow access to surrounding properties and other roadways, while at the same time provide mobility through the City. Generally, quarter-mile spacing between traffic signals is the minimum distance needed to properly coordinate an interconnected traffic signal system. A coordinated system can significantly improve traffic flow without costly roadway widening. Traffic signals spaced too close to one another cause traffic congestion and poor vehicle progression.

Applying the quarter mile spacing guideline for traffic signals will be an important to establishing an efficient transportation system as the City grows, especially within the I-65 corridor.

Roadway Connections

Most of the disconnected roadway links within the City are in the southern portion of the community. Connecting the segmented roadways will improve traffic circulation throughout the City, allow more options for motorists, and potentially reduce the burden placed on Main Street, Indiana Avenue, and Route 231 in the future. Some roadway connections between segments should be incorporated into new developments as they occur or as funding becomes available. These links include:

- Main Street between the High School at 125th Street and 133rd Avenue.
- 125th Avenue between Court Street and Cedar Lake Road.
- 129th Avenue between Indiana Avenue and Cedar Lake Road.
- Madison Street between Route 231/Greenwood intersection and North Street.

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Other connections will require greater effort, coordination, and funding, such as linking 129th Avenue across I-65. This connection will serve a very important role in providing access to the southern portion of the City and future area development corridor. Without this connection, vehicles traveling between the southern section of the City and future development along the I-65 corridor will have to use Route 231.

Future Open Space and Trails

The Open Space and Trails Plan is a key component of the Comprehensive Plan because it provides numerous recreational opportunities for City residents and visitors while providing walking and biking routes that both link City neighborhoods and parks to each other and to the region's trail system.

COMMUNITY PARKS

The Plan calls for additional community-level parks to serve the projected population growth in Crown Point, as well as provide community-level park services in areas of the City that are now underserved. The City now is served by three community-level parks: Sauerman Woods Park, Community Recreation Fields (Sportsplex), and Lake County Fairgrounds. The Plan envisions adding two community-level parks and expanding the current Community Recreation Fields complex.

The first new open space, Sportsplex North, would be located north of Summit Street between Merrillville Road and Indiana Avenue. This large, approximately 60-acre agricultural area would provide extensive space for ball fields, playgrounds, trails, and possibly an indoor recreation complex. Consideration should be given to relocating Thomas Park and its ballfields, located across the street at the southwest corner of Indiana and Summit, to this location.

The second new open space, Sportsplex East, would be located east of Interstate 65 and south of 113th Avenue. This park would provide space for ball fields, playgrounds, trails, and possibly an indoor recreation complex to serve the growing I-65 corridor. The target site, which is approximately 70 acres, could also include civic facilities such as schools and police and fire stations.

The third opportunity for additional community-level park facilities is expansion at the current Community Fields or Sportsplex Central, which has room for additional ball fields south of the City's Water Plant along North Street, east of Indiana Avenue.

These new or expanded open spaces would allow the City to consolidate isolated ball fields scattered around the community

City of Crown Point

The Future Crown Point

into larger parks with a greater variety of activities, better road/street access and increased parking. For example, Sportsplex North or Central would be a good locations for the Babe Ruth field currently located on Main Street and Little League fields located in Downtown. Such relocations would also create redevelopment opportunities in strategic locations near Downtown and at Thomas Street Park.

With Indiana's reputation as a state with strong sports and recreation amenities and programs, the sportsplexes could be considered as venues for regional and statewide sporting events.

NEIGHBORHOOD PARKS & PLAYLOTS

New neighborhood-level parks and playlots are also recommended for new subdivisions or existing residential neighborhoods that are underserved by parks. While not shown in the Comprehensive Plan due to scale and specific location needs, developers should use the park service areas and land area requirements defined in the Plan to provide for such open spaces in proposed site plans.

TRAILS

Biking and hiking trails are an important part of park, recreation, and transportation systems. Rarely is a community positioned as strategically as Crown Point is with its potential for direct access to four regional trails, which have been established on former railroad rights-of-way. The Plan defines direct connections to:

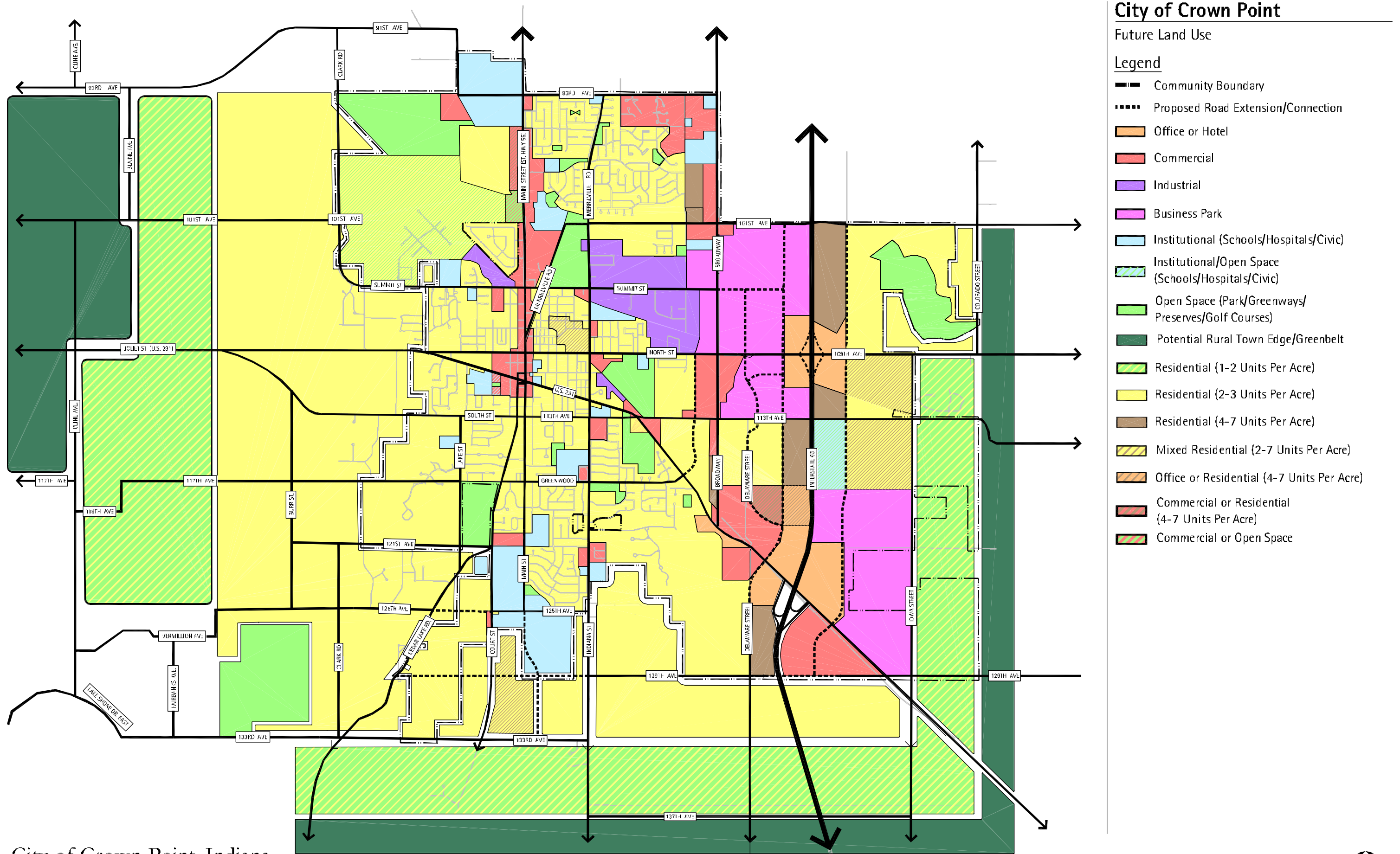
- Erie-Lackawana Trail.
- Pennsy Greenway.
- Winfield Trail.
- Veterans Memorial Trail.

The new Crown Point trail system will include trails extending from the northwest to the southeast to connect these regional trails, as well as numerous local trails or shared-use routes that connect neighborhoods and parks within the City. (See Figure 13: Open Space and Trails Plan.)

Two options are shown for a connection to the Veterans Memorial Trail. For the first option, the trail is shown along Route 231, the

most direct route for the trail, which runs to Hebron. Limiting curb cuts along Route 231 and a carefully designing the trail could mitigate the effects of traffic in this corridor on trail users. If traffic problems make another route more desirable, a second option is shown for connecting to the Veterans Memorial Trail. This option shows the trail along North Street, going under I-65 on an old railroad right-of-way and then heading south on the east side of Interstate 65 to reconnect to the Veterans Memorial Trail.

As the popularity of biking and hiking continues to grow, an extensive trail system will provide Crown Point with a regional draw while also serving local residents. Special facilities at trail access points, or “trailheads,” along with decorative identity and directional signage would add to the draw and provide a unique image for the system.



City of Crown Point, Indiana

Comprehensive Plan

Figure 10: Future Land Use (Preliminary Draft For Plan Commission/Council Review)



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City of Crown Point

Transportation Plan

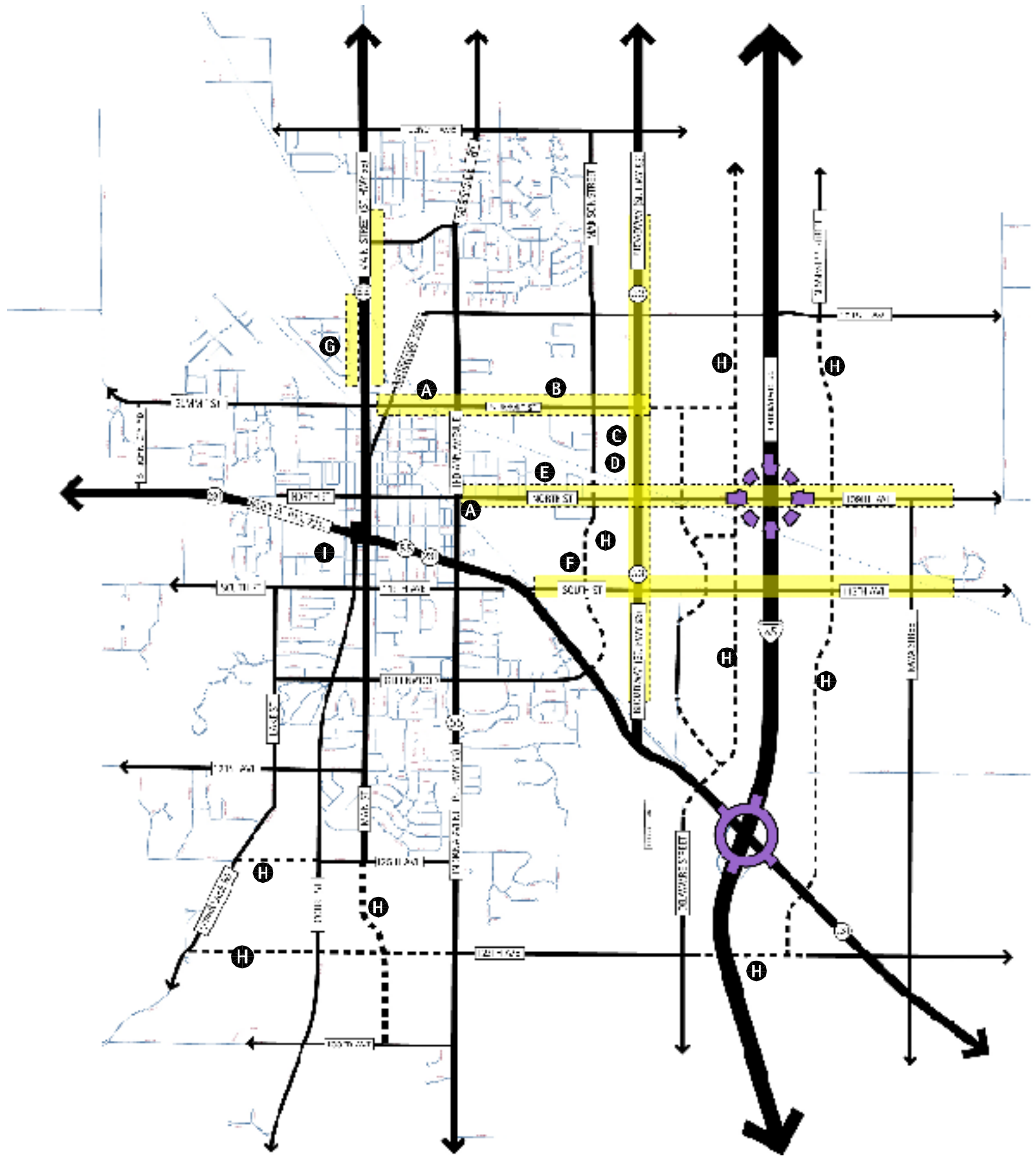
Legend

- Community Boundary
- Expressway
- Primary Arterial
- Secondary Arterial
- Collector
- Roadway Extension
- Interchange
- Future Interchange
- Transportation Improvements

Recommendations

- A Install coordinated traffic signals on Summit Street at Merrillville Road and Indiana Avenue and on North Street at Indiana Avenue.
- B Improve pavement conditions to accommodate increased traffic and trucks serving adjacent industrial uses.
- C Widen Broadway to five lanes to accommodate future development along the Broadway and I-65 Corridors.
- D Provide dedicated left-turn lanes along Broadway.
- E Improve pavement conditions on 109th Avenue to accommodate traffic from future development and future I-65 interchange.
- F Improve pavement conditions on 113th Avenue to accommodate traffic from future development.
- G Eliminate frontage road south of Birch Street and consolidate curb cuts on Main Street. Establish cross-access easements between properties.
- H Link roadway segments and improve connectivity to serve future development.
- I Reroute US-231 along south edge of Courthouse in Downtown.









Also See Figure 12: I-65 Corridor Transportation Plan for more detailed recommendations.

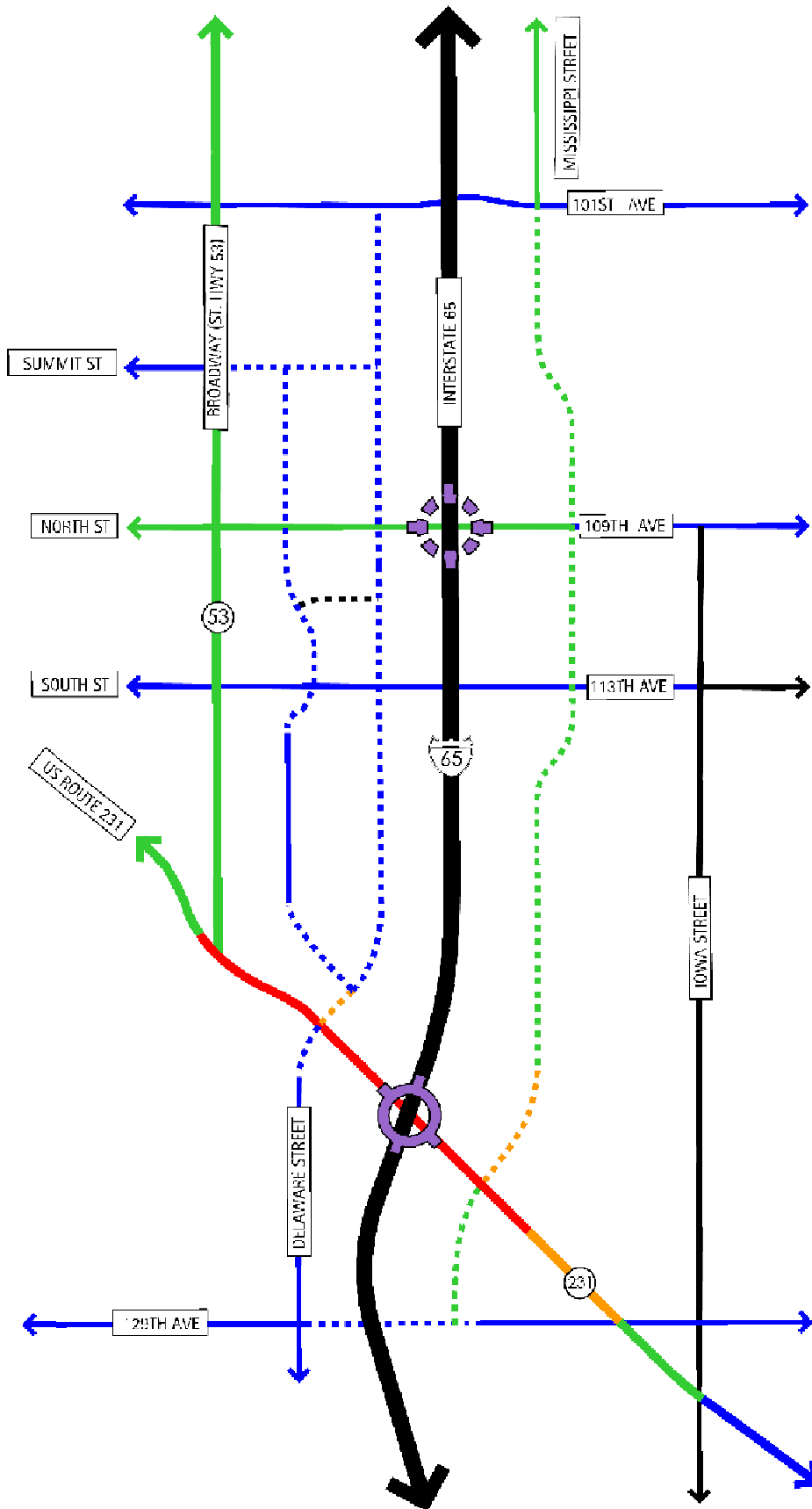


City of Crown Point

I-65 Corridor Transportation Plan

Legend

-  Expressway
-  8 Lane Roadway
-  6 Lane Roadway
-  5 Lane Roadway
-  3 Lane Roadway
-  2 Lane Roadway
-  Interchange
-  Future Interchange



City of Crown Point

Open Space and Trails

Legend

- Community Boundary
- Open Space (Park/Greenway/Preserve/Golf Course)
- Existing Trail
- Potential Trail Extension
- Potential Trailhead Location

Neighborhood Parks

- A White Hawk Park
- B Bowtie Park
- C Arthur Park
- D Collins Park
- E Russ Keller Park
- F Erlenbach Park
- G Willowtree Park
- H Thomas Street Park (Park relocated to Sportsplex)
- I Brookside Park
- J Jerry Ross Park (Ballfields relocated to Sportsplex)
- K Prairie View Park
- L Community Fields (Sportsplex)
- M Greenwood Park
- N High Meadow Park
- O Bluebird Park
- P Kaiser Park

Community Parks

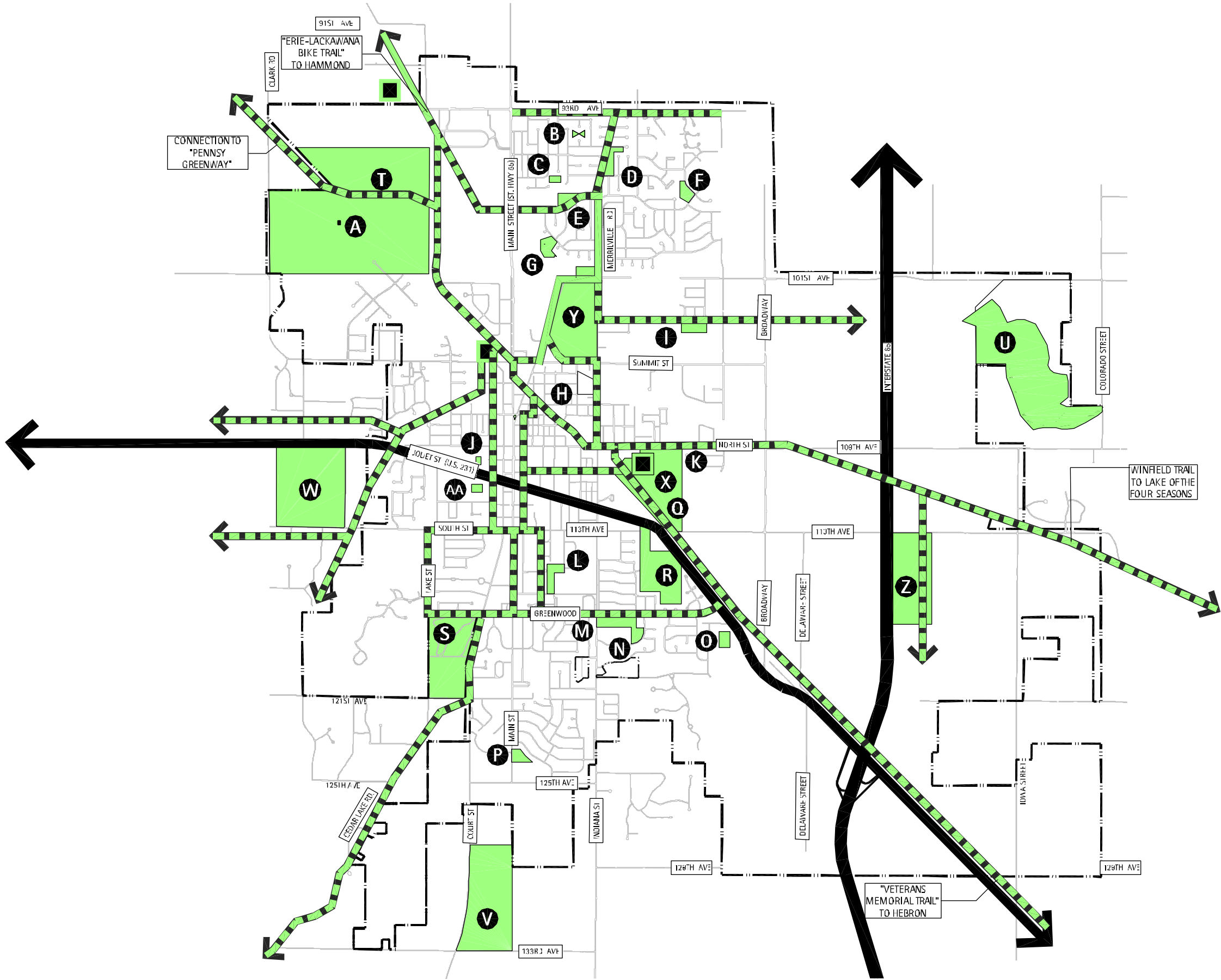
- Q Solon Robinson Park
- R Sauerman Woods City Park
- S Lake County Fairgrounds

Golf Courses

- T White Hawk Golf Course
- U Summer Tree Golf Course
- V Youche Country Club
- W Oak Knoll Golf Course

New Open Spaces

- X New "North" Community Park/Sportsplex
- Y Expanded ballfields at "Central" Sportsplex
- Z New "East" Community Park/Sportsplex
- AA Civic Green/Festival Lawn





Section 8: Goals and Objectives

SECTION 8: GOALS AND OBJECTIVES

The following land-use goals have been identified as the desired end-state of the City based on the Community Vision. Goals are broad statements that describe a desired end state or accomplishment. Objectives are intermediate steps necessary to achieve the goals. Strategies provide a clear approach to decision-making and indicate the City's direction for meeting an objective.

Community Context - Goal

An attractive and distinct community with thriving residential neighborhoods and business districts that serve the needs of City residents.

OBJECTIVES

- Continue to be recognized in the region as desirable place to live, shop, and conduct business.
- Improve area physical conditions and overall quality of life.
- Promote developments that respect the natural environment and are compatible with surrounding uses.
- Consider establishing a “growth management boundary,” “rural edge,” or “greenbelt” around Crown Point to define the City's edges; efficiently manage infrastructure, resources, and services; and preserve farmland.

STRATEGIES

Actively work with surrounding property owners to annex unincorporated land within the growth management boundary of the City, even if they are not yet ready for development.

- Amend zoning districts to match the land-use changes defined in the Comprehensive Plan.
- Amend zoning, subdivision, and signage codes to reflect more modern standards and guidelines that will encourage the quality of development the City is seeking.
- Work with state, regional, and county planning agencies to implement the Transportation and Open Space/Trails components of the Comprehensive Plan.

- Create a phased capital improvement program for the infrastructure needed to accommodate the projected land use mix.
- Work with adjacent communities and the school corporations to establish cooperative, coordinated growth management boundaries that “square up borders”, determine annexation areas, and preserve farmland.
- Continue to build relationships that encourage exchange of information and ideas.

Residential Land Use - Goal

Attractive, safe residential neighborhoods that provide a range of housing types and enhance the overall character of the City.

OBJECTIVES

- Acknowledge and preserve older residential neighborhoods.
- Provide well-maintained neighborhoods.
- Encourage high-quality, well-designed developments featuring a wide variety of housing products.
- Encourage affordable senior housing.
- Increase residential density in or near Downtown, major commercial areas, and areas with high accessibility to transportation.

STRATEGIES

- Maintain existing neighborhoods with sidewalk, street, street lighting, and landscape improvements where needed and by encouraging home repairs by owners.
- Create new housing opportunities on older industrial blocks in the Bridgeport area.
- Encourage new housing products, such as cluster housing, rowhouses, and condominiums, in strategic locations.
- Permit high-density and mixed-use housing in the outer blocks of Downtown to increase activity and development opportunities.
- Strengthen design review process for residential construction.
- Encourage or require developers to set aside neighborhoods parks and playlots for local residents.
- Help owners of historic and/or deteriorating properties maintain their buildings by providing technical and/or financial programs.
- Encourage high-quality site planning for new subdivisions to create interconnected, pedestrian-oriented neighborhoods centered on open space, parks, and schools.

Commercial Land Use - Goal

Viable commercial districts that serve the needs of local and regional residents and enhance the City's tax base.

OBJECTIVES

- Maintain and strengthen existing commercial areas.
- Promote development of vacant and underutilized commercial properties.
- Establish well-maintained, attractive, pedestrian-friendly commercial districts and centers.
- Focus commercial development in four key locations: Downtown; Main Street Corridor; Broadway Corridor; and the I-65/Route 231 interchange.
- Foster a vibrant, well-defined Downtown that offers a range of goods and services.
- Consider Downtown as a multi-block district that is larger than the traditional Courthouse Square.
- Develop and promote Downtown Crown Point as a regional shopping and dining hub.

STRATEGIES

- Amend ordinances to create and enhance commercial districts.
- Develop a coordinated streetscape and identity program for each commercial district.
- Develop a City-wide wayfinding and signage program to facilitate access to Downtown.
- Establish Downtown and Main Street planning committees.
- Develop a Plans for Downtown and Main Street that more specifically addresses land use, new development, and improvements.
- Ensure adequate parking, including shared parking.

City of Crown Point

Goals and Objectives

- Improve building, streetscape, and signage.
- Realign Route 231.
- Redevelop former high school site.
- Concentrate more town center-type, local-oriented businesses on the west side of I-65.
- Concentrate larger, more regional oriented commercial businesses on the east side of I-65 at the Route 231 interchange.

Office/Industrial Land Use - Goal

Viable office centers and industrial districts that accommodate a range of businesses and provide economic benefits to the City.

OBJECTIVES

- Capitalize on the City's interstate highway visibility and access.
- Minimize the effects of industrial businesses on adjacent uses.
- Promote the retention of existing, active businesses.
- Create well-defined, modern business parks to accommodate a wide range of industrial uses.
- Create well-defined, modern office centers and campuses to accommodate a wide range of office uses.

STRATEGIES

- Amend zoning districts to better define business areas, especially in the I-65 Corridor.
- Promote improvement or redevelopment of deteriorated industrial properties.
- Work with local businesses to promote redevelopment of Bridgeport industrial blocks with new housing and trails.
- Seek developers to create modern office centers and business parks along I-65 and near Purdue Technology Center.
- Concentrate smaller, local industrial and service uses north of 113th Avenue and west of Interstate 65.
- Concentrate larger, regional and national industrial companies east of Interstate 65.
- Concentrate corporate, professional, and medical office centers around the Route 231 interchange and future 109th interchange.
- Establish an Industrial Area planning committee.

Goals and Objectives

- Work with state, regional, and county planning agencies to promote the economic development components of the Comprehensive Plan.

Open Space and Trails - Goal

A park, open space, and trail system that provides a range of recreational opportunities and enhances the overall image and appearance of Crown Point.

OBJECTIVES

- Preserve and enhance the City's existing open space resources.
- Maintain a variety of parks that offer a range of facilities in sufficient quantity for the City's growing population.
- Increase and improve civic open space to enhance community identity.
- Create a special open space in Downtown that serves as a civic plaza, as well as a location for special events.
- Relocate small ball fields scattered throughout the City to more strategic locations.
- Extend regional trails throughout the City and provide local trail connections to neighborhoods, parks, and Downtown.

STRATEGIES

- Work with county and regional agencies to pursue grants and donations to enhance and provide open space and trails.
- Acquire vacant or underutilized land to create new parks, playlots, or trails.
- Preserve civic open space and develop new plazas, walkways, gardens, and other open spaces near civic uses.
- Create multi-purpose sports complexes at appropriate locations, possibly including sports fields, trails, playgrounds, indoor recreational facilities, and other amenities.
- Explore the potential of sports complexes to be a regional draw.
- Develop multi-purpose trail system that connects to regional trails using former railroad rights-of-way, creek corridors, underutilized open spaces, and local streets.

Goals and Objectives

- Encourage developers to include park space and trail segments in new developments using open spaces and civic uses as focal points.

Community Facilities - Goal

Efficient community facilities that provide City residents, businesses, and property owners with a full range of services.

OBJECTIVES

- Efficiently distribute community facilities throughout the City based on current and projected needs.
- Maintain quality of life with City facilities and services that are responsive to residents and businesses.
- Maintain and develop school facilities in strategic locations to serve the City's growing population and school needs.

STRATEGIES

- Repair and maintain sidewalks, streets, and street lighting throughout the City.
- Add sidewalks to existing neighborhoods and commercial areas where appropriate to make key pedestrian connections or enhance the walkability of the community.
- Work with the School Corporation to coordinate anticipated land-use mix and potential population increases with school needs.
- Consider potential for a “civic cluster” in the I-65 Corridor to serve the east side, possibly including the following uses and facilities:
 - Middle school.
 - Elementary school.
 - Police and fire stations.
 - Sports/recreation complex.
 - Trail, with connection to regional trails.

Transportation - Goal

An efficient transportation network that provides for the movement of vehicles, pedestrians, and bicyclists throughout the City.

OBJECTIVES

- Maintain safe and attractive roadways and trails that facilitate access and circulation.
- Continue to repair and maintain infrastructure.
- Widen and expand roadways in growth areas to accommodate new developments, especially in the Interstate 65 Corridor.
- Facilitate access to Downtown through a wayfinding/signage program.
- Limit truck traffic and improve traffic and pedestrian access around Courthouse by rerouting Route 231 along the south edge of the Square.
- Increase roadway connectivity by linking fragmented roadway segments.
- Utilize access management strategies to improve traffic flow and vehicle safety along Main Street, Broadway, Route 231, and other arterial roadways.
- Provide adequate and convenient parking to serve Downtown businesses.
- Facilitate movement of traffic along arterial roadways, especially Route 231, Main Street, and Broadway.

STRATEGIES

- Repair roadways in poor condition and maintain the existing roadway system in good condition, including preventative measures such as a crack sealing program.
- Continue to work closely with Lake County, INDOT, and other agencies to facilitate transportation improvements.
- Identify and pursue appropriate funding sources for transportation improvements.

- Begin the design feasibility study for the Route 231 rerouting concept.
- Develop a capital improvement program for area infrastructure.
- Develop a working relationship with property owners to plan ahead and coordinate local development plans with access and circulation improvements.
- Incorporate access management techniques and guidelines into roadway plans and local development plans.
- Preserve and acquire right-of-way along arterial roadways, especially Route 231 and Broadway, as properties are redeveloped to accommodate future road widening, intersection turn lanes, pedestrian/bicycle facilities, and streetscape.

Community Character - Goal

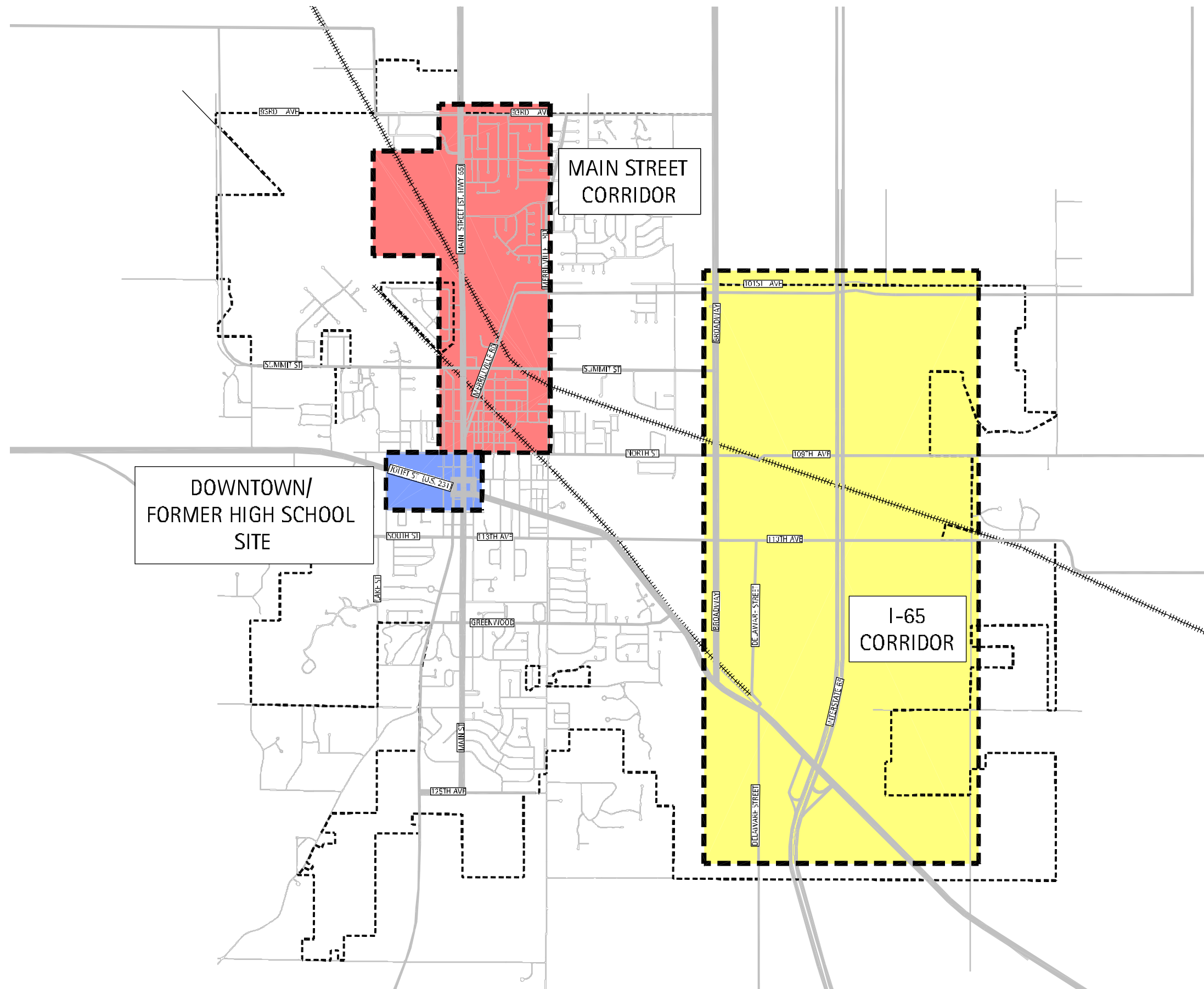
An attractive community with a distinct visual identity that promotes Crown Point's natural and physical qualities.

OBJECTIVES

- Create an identity for Crown Point that capitalizes on its positive attributes.
- Encourage high-quality site planning, landscape design, signage design, and architecture for all land uses that respects and preserves the area's historical small town character and natural environment.
- Encourage high quality building design for new housing to create more architectural interest and variety in each block and neighborhood.
- Provide and maintain attractive, "green" roadways throughout the City.
- Establish a buffer setback of 100 feet along Interstate 65 to visually screen new development and maintain an attractive outside image for the City.
- Instill a "Pride of Place" with businesses and property owners regarding property improvements and maintenance.

STRATEGIES

- Create a City-wide wayfinding and signage program, including directional signage and identity features.
- Consider community gateway features, including directional signage at I-65/Route 231 and Main Street at 93rd Street.
- Establish a 100-foot buffer setback along I-65.
- Set a common buffer setback for arterial and collector roads.
- Create Design Guidelines and a Design Review Process for all new developments, especially addressing road buffers, fencing, architectural variety, parking lot and road landscaping, gateways, and commercial facades and signage.
- Create a coordinated streetscape enhancement plan for Broadway, Route 231, Main Street, and Downtown.



City of Crown Point, Indiana
Comprehensive Plan

Figure 14: Planning Sub-Areas (Preliminary Draft For Plan Commission/Council Review)



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Section 9: Planning Sub-Areas

SECTION 9: PLANNING SUB-AREAS

Main Street Corridor (including Bridgeport)

The Main Street Corridor, which leads to Downtown Crown Point, is the northern gateway to the City from Merrillville, other communities, and Route 30. Currently, the Corridor contains mostly commercial uses with some vacant land, residential uses, industrial uses, and open space.

Inconsistent building setbacks, some deteriorating physical conditions, access issues caused by frontage roads and numerous curb cuts, underutilized properties, unlandscaped parking lots, and incompatible industrial uses diminish the character of this important roadway.

However, Main Street does provide an opportunity for Crown Point to have an attractive commercial gateway with a mix of uses, businesses and services. The Comprehensive Plan recommends that commercial properties along the Corridor be consolidated, linked, and improved, and that the new development planned for south of the County Complex be well-designed with commercial frontage, and a mix of housing, open spaces, and trails. It also recommends a large sports complex at the northwest corner of Summit and Indiana Avenue/Merrillville Road. Also, it is recommended that incompatible industrial uses be relocated so that new development sites are created.

The new sportsplex and additional housing, along with the County Complex, will increase activity in the Corridor for area businesses.

SUB-AREA GOAL

An attractive, thriving mixed-use commercial district at the City's north gateway.

Objectives

- Commercial development that serves nearby neighborhoods, as well as the region.
- Extension of the regional trail system into the City.
- Coordinated, enhanced, and consistent setbacks and streetscape.

- Elimination of the frontage roads and improved access along all frontages.
- Enhanced buildings and signage, especially close to Downtown.
- New residential development on industrial sites in Bridgeport neighborhood.
- A major sports complex at Summit, Indiana, and Merrillville Roads.
- A major mixed-use development south of the County Complex.

Strategies

- Establish a Main Street Corridor planning committee of business owners, property owners, and City departments to address physical conditions, zoning, signage, promotion, and development.
- Prepare a Corridor Master Plan that addresses:
 - Coordinated landscape and streetscape.
 - Coordinated identity and directional signage.
 - Building enhancement and business sign concepts and programs.
 - Consistent sidewalks on both sides of the road.
 - Consistent building and parking setbacks
 - Curb-cut consolidation and shared/linked parking.
 - Frontage road changes or removal.
 - Development opportunity sites.
- Work with property owner and developer to plan mixed-use development on vacant land south of County Complex, including creating “model” commercial town center on the Main Street frontage and a pedestrian-oriented neighborhood to the west.

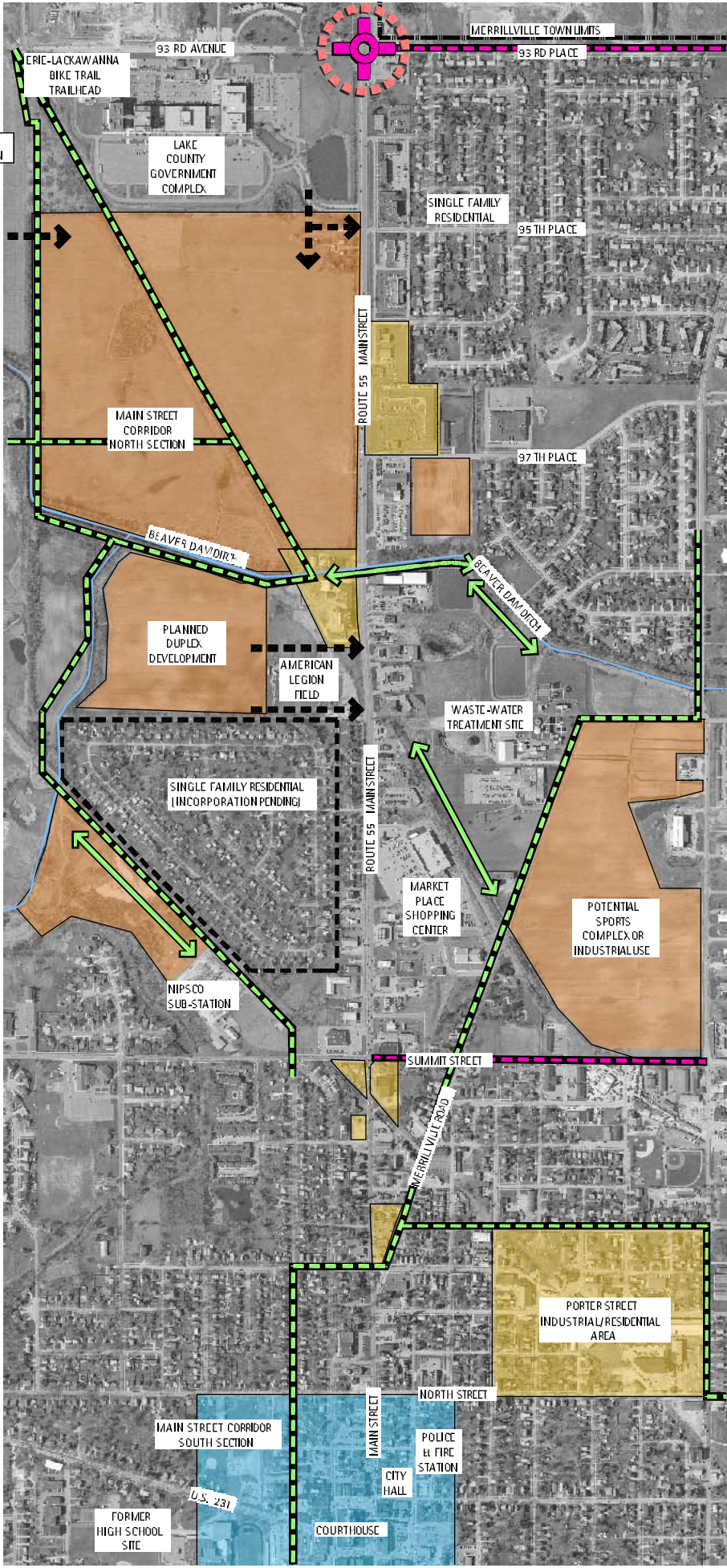
City of Crown Point

Planning Sub-Areas

- Establish with the developer and County a common, shared access drive that lines up with 95th Avenue to allow travel between the County Complex and new development without using Main Street. Once development occurs install a traffic signal at 95th Avenue.
- Extend regional trails through mixed-use development on its far west side. Also consider extending the trail east to 97th Place and/or south along Beaver Dam Ditch.
- Prepare a Feasibility Study and Master Plan for the large sports complex at Summit and Merrillville, addressing the following potential components:
 - Baseball, football, and soccer fields.
 - Relocated fields from American Legion site, Thomas Street Park and Jerry Ross Park.
 - Relocated Thomas Street Park (neighborhood park).
 - An indoor recreation facility.
- Work with Bridgeport business/property owners to find more appropriate industrial locations in Crown Point.
- Work with Bridgeport business/property owners to reconnect the local street grid and encourage new residential development.
- Relocate ball fields and Thomas Street Park to new sports complex on northwest corner of Summit Street and Indiana Avenue/Merrillville Road.
- Widen Summit Street and install/coordinate traffic signals at Summit/Merrillville and Summit/Indiana to accommodate traffic from future development.

PLANNED OFFICE/
BANQUETHALL

PLANNED GOLF
COURSE EXPANSION



City of Crown Point

Main Street Corridor Sub-Area
Land Use Opportunities & Constraints

Legend

--- Community Boundary

Development Opportunity

Redevelopment Opportunity

Downtown Improvement & Enhancement

Community Gateway

Key Intersection

Potential Trail Extensions

Conceptual Trail Connections

Planned Road Widening

City of Crown Point, Indiana

Comprehensive Plan

Figure 15: Opportunities & Constraints: Main Street Corridor Sub-Area (Preliminary Draft For Plan Commission/Council Review)



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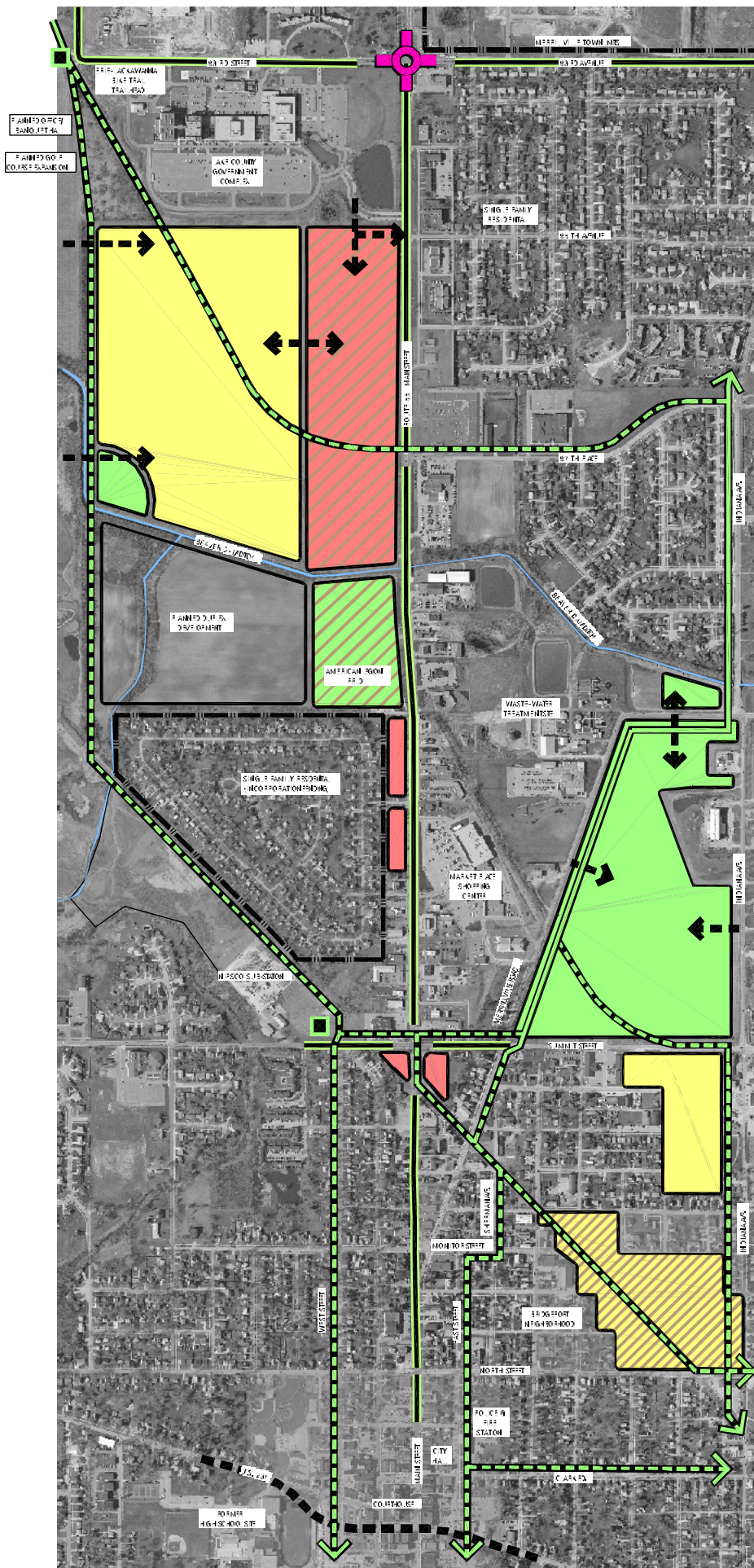
City of Crown Point

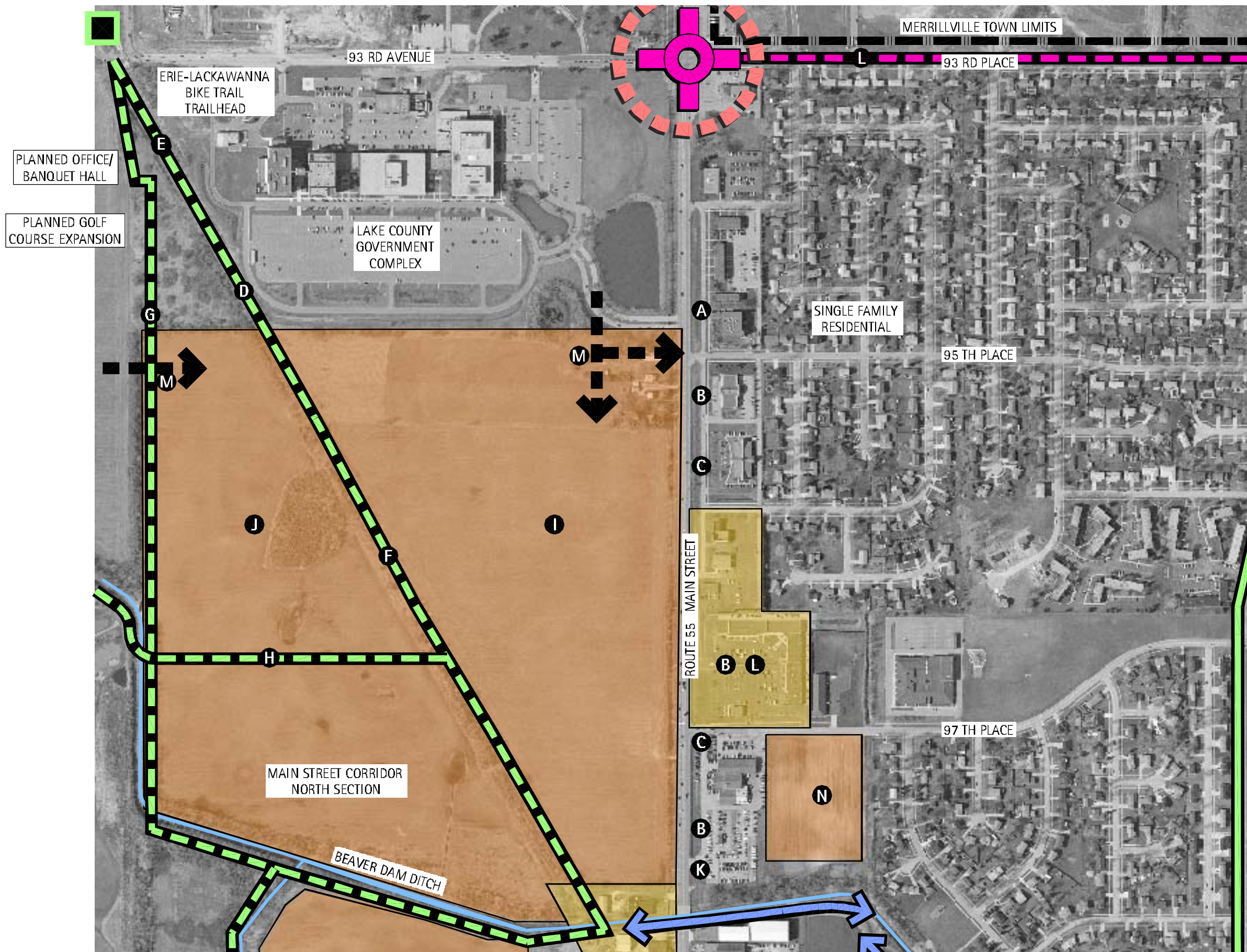
Main Street Corridor

Sub-Area Strategies

Legend

- Community Boundary
- Community Gateway
- Streetscape Improvement
- Existing Trails
- Potential Trail Extensions
- Potential Trailhead
- Potential Road Connections
- Residential (3 Units Per Acre)
- Residential (3-7 Units Per Acre)
- Residential (4-7 Units Per Acre) and Commercial
- Commercial and Open Space
- Commercial
- Open Space





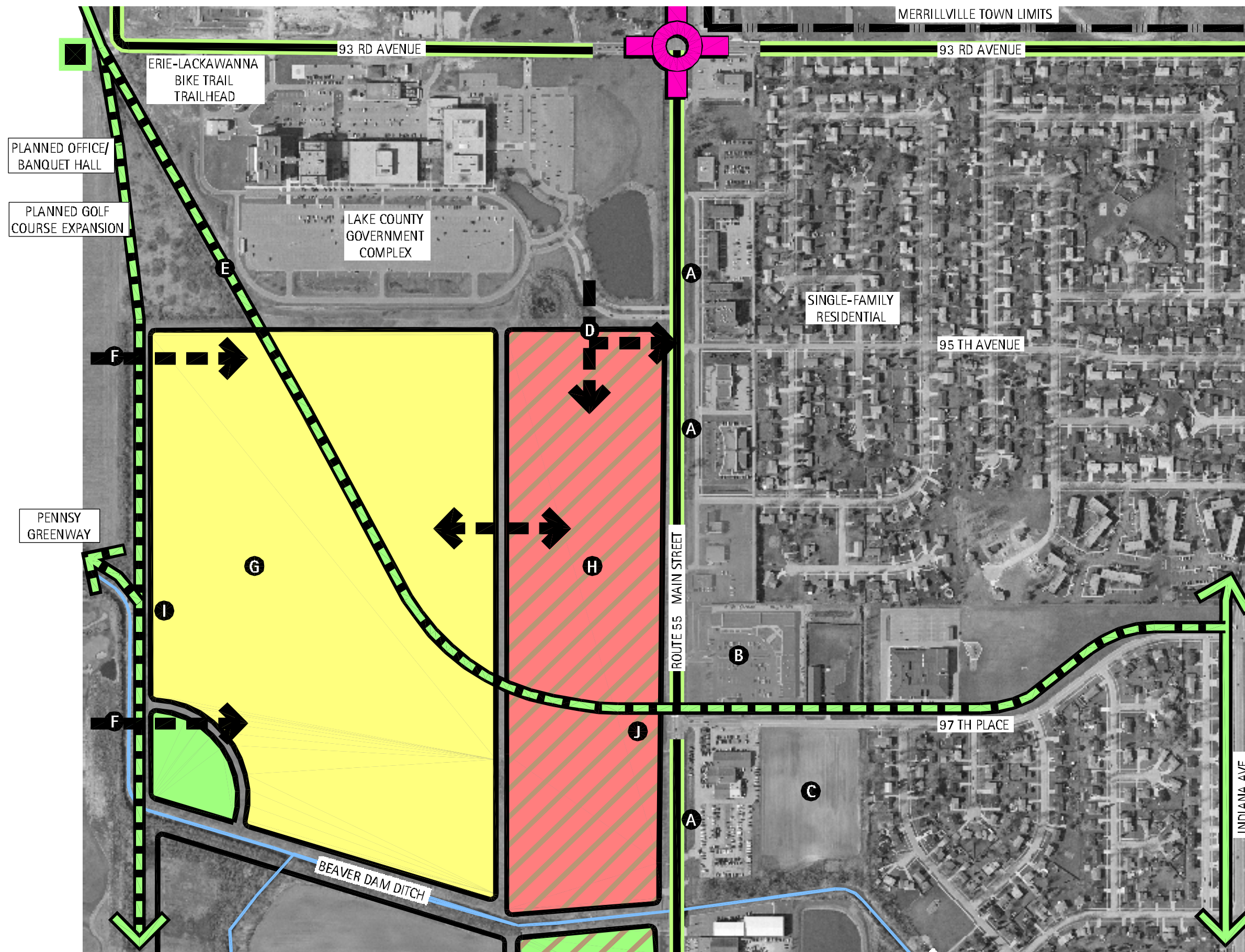
City of Crown Point, Indiana
Comprehensive Plan

Figure 17: Land Use Opportunities & Constraints - Main Street Corridor Sub-Area - North Section (Preliminary Draft For Plan Commission/Council Review)



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Main Street Corridor (North Section) Sub-Area Strategy

Legend

- Community Boundary
- Community Gateway
- Streetscape Improvement
- Existing Trail
- Potential Trail Extensions
- Potential Trailhead
- Potential Road Connection
- Single-Family Residential
- Multi-Family Residential and Commercial
- Open Space

Recommendations

- A** Improve streetscape along Main Street.
- B** Improve shopping center parking lots and facades.
- C** Consider expansion of auto dealership into undeveloped property.
- D** Consider road connection into Lake County Government Complex at 95th street.
- E** Alternate trail along railroad corridor through development.
- F** Consider road connections between developments.
- G** Single-family residential development.
- H** Commercial development, possibly with multi-family housing.
- I** Trail extension between properties.
- J** Potential trail connection/crosswalk across Main Street at 97th Place.

City of Crown Point, Indiana

Comprehensive Plan

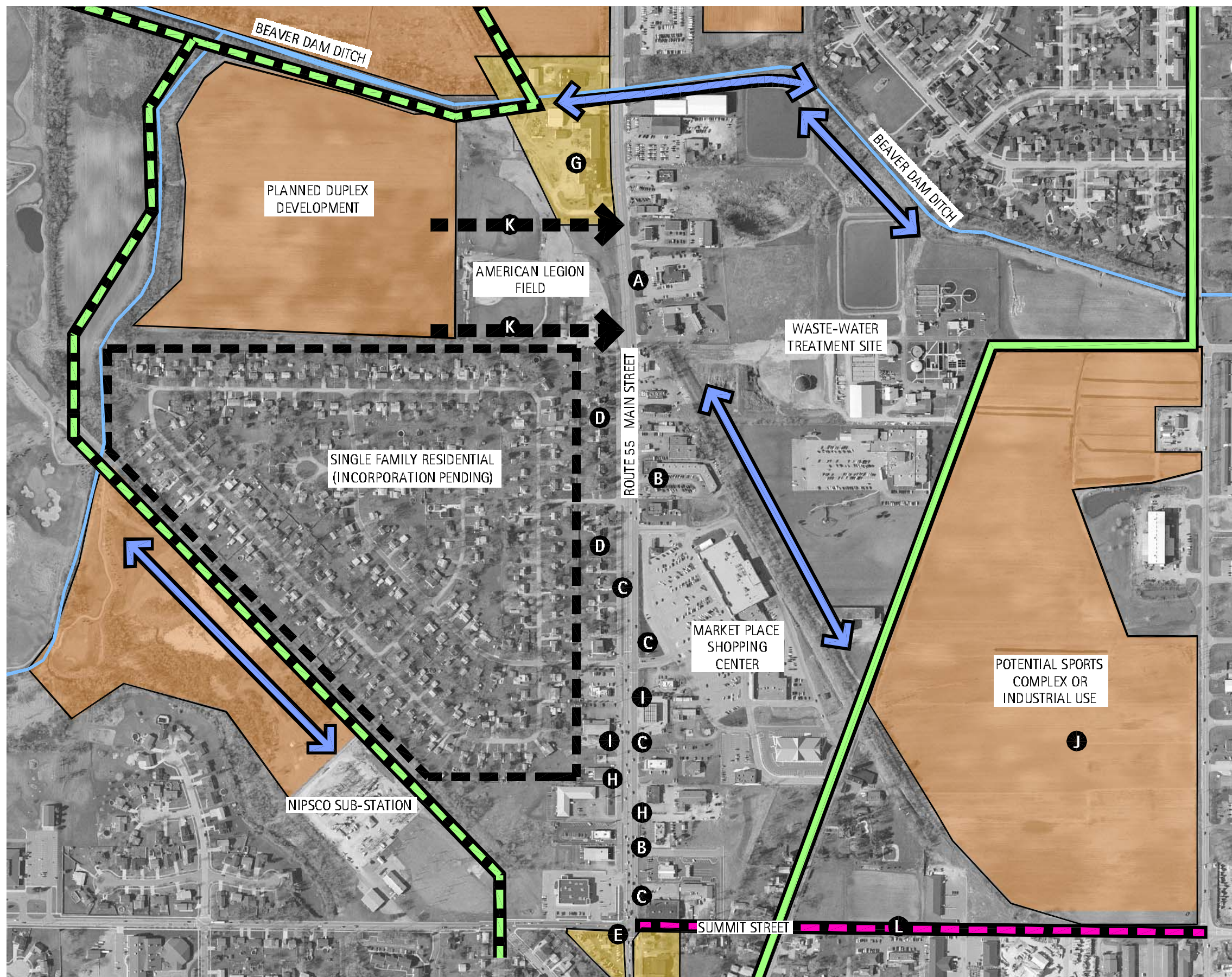
Figure 18: Main Street Corridor Sub-Area Strategies - North Section (Preliminary Draft For Plan Commission/Council Review)



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Main Street Corridor Sub-Area (Central Section)

Land Use Opportunities & Constraints

Legend

- Community Boundary
- Development Opportunity
- Redevelopment Opportunity
- Existing Trail
- Potential Trail Extensions
- Planned Road Widening

Constraints/Issues

- A** Inconsistent/deep building setbacks limit visibility.
- B** Inconsistent landscaping/signage.
- C** Lack of landscaping at drives, frontage roads and parking lots.
- D** Residential uses along Main Street disrupt the retail corridor.
- E** Congested intersection at Summit Street is poorly designed.
- F** Curb cuts not consolidated.

Opportunities

- G** Potential redevelopment of existing industrial area.
- H** Curb-cut consolidation.
- I** Access improvements.
- J** Potential industrial use or park/recreation complex adjacent to industrial area.
- K** Potential road connections.
- L** Planned widening of Summit Street.

City of Crown Point, Indiana

Comprehensive Plan

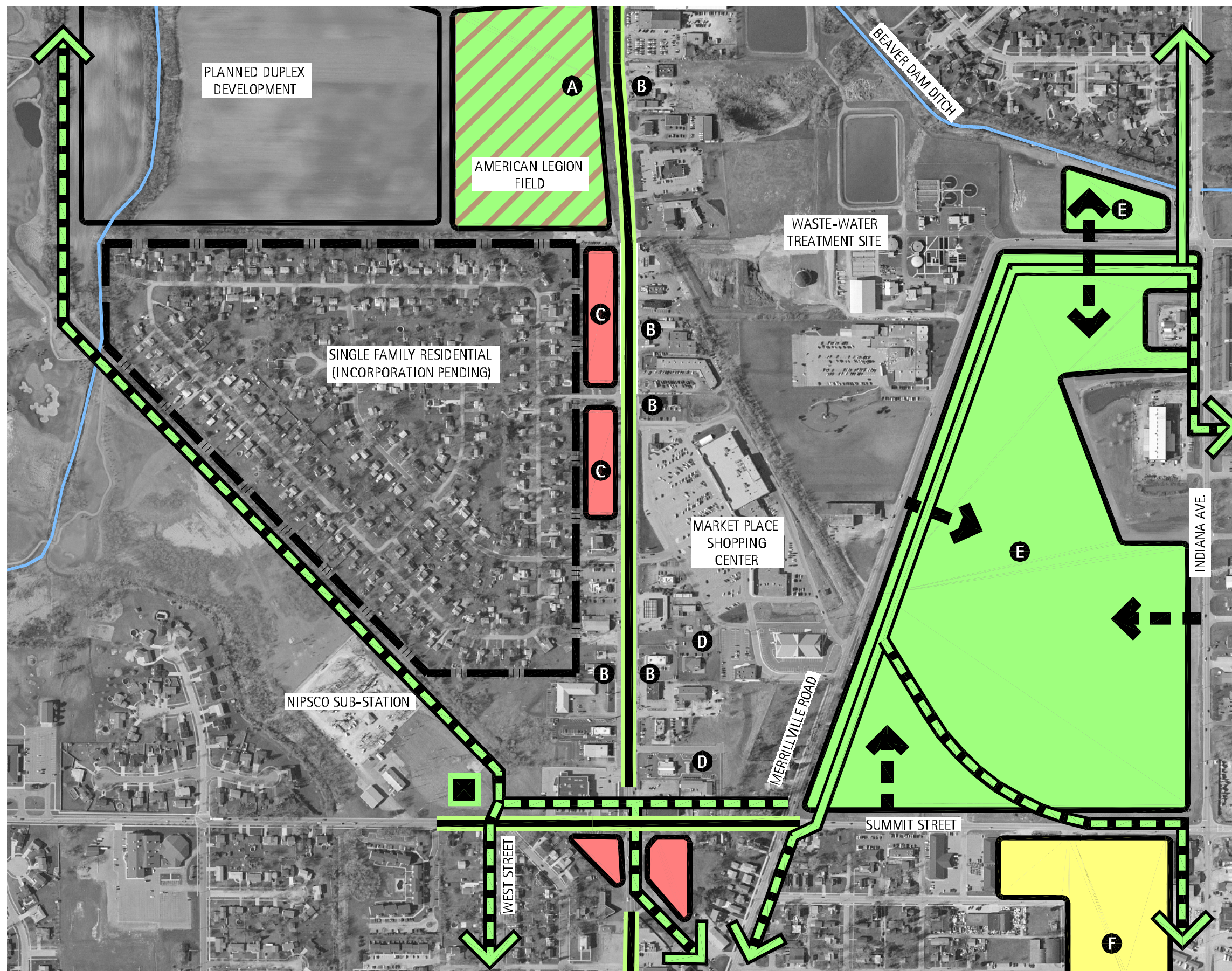


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Figure 19: Land Use Opportunities & Constraints - Main Street Corridor Sub-Area - Central Section (Preliminary Draft For Plan Commission/Council Review)



City of Crown Point

Main Street Corridor (Central Section)

Sub-Area Strategies

Legend

- Community Boundary
- Streetscape Improvements
- Existing Trail
- Potential Trail Extensions
- Potential Trailhead
- Potential Road Connection
- Open Space
- Residential (2-3 Units Per Acre)
- Commercial
- Commercial or Open Space

Recommendations

- A** Consider relocation of ballfields and commercial redevelopment on existing industrial site.
- B** Consider building signage/site access improvements along Main Street.
- C** Consider commercial use for existing residential sites.
- D** Create improved connections through rear of commercial/retail sites.
- E** Consider major sports complex on mostly vacant land for park and recreation uses.
- F** Consider redevelopment of industrial uses and park into single-family homes.

City of Crown Point, Indiana

Comprehensive Plan

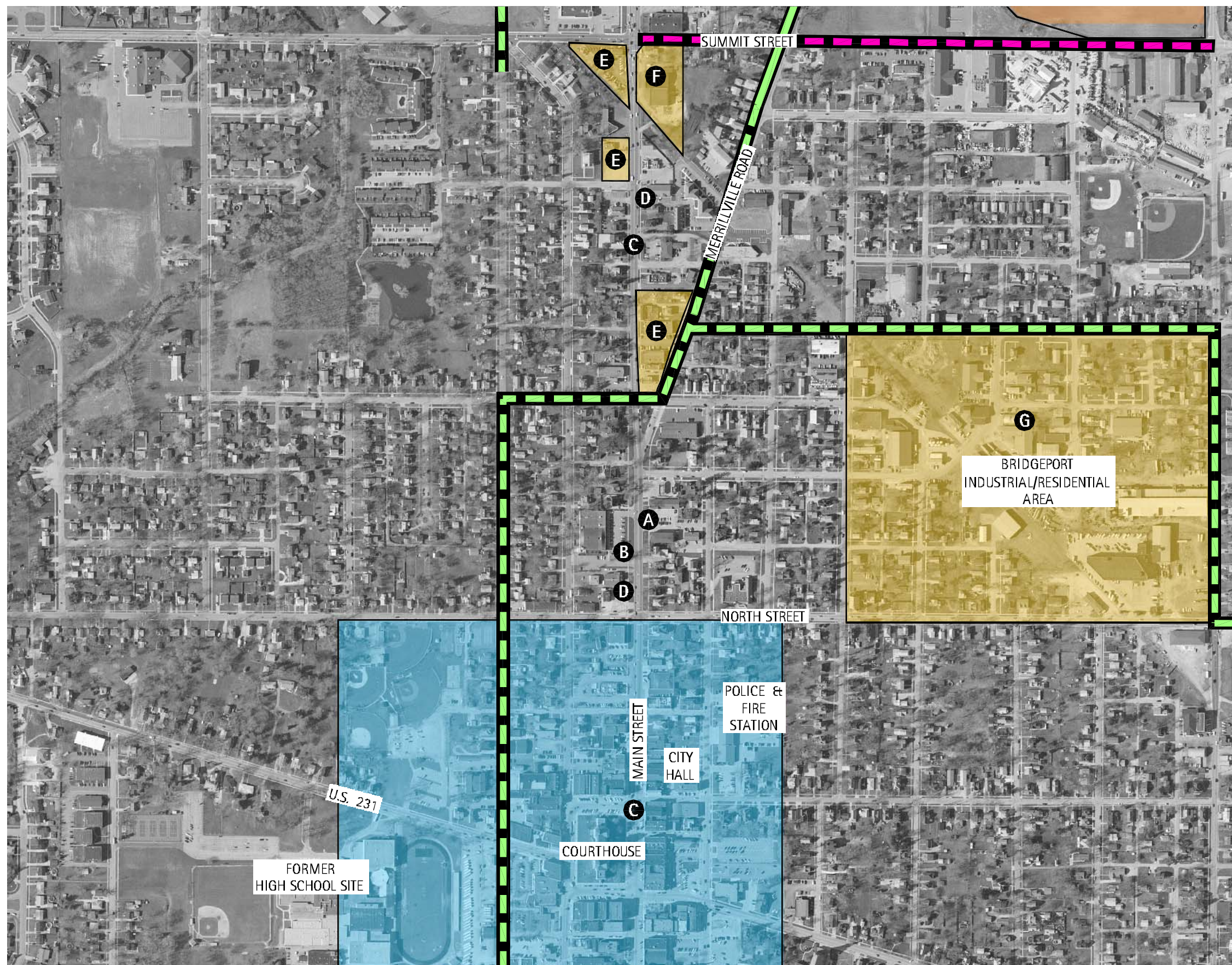
Figure 20: Main Street Corridor Sub-Area Strategies - Central Section (Preliminary Draft For Plan Commission/Council Review)



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City of Crown Point

Main Street Corridor Sub-Area (South Section) Land Use Opportunities & Constraints

Legend

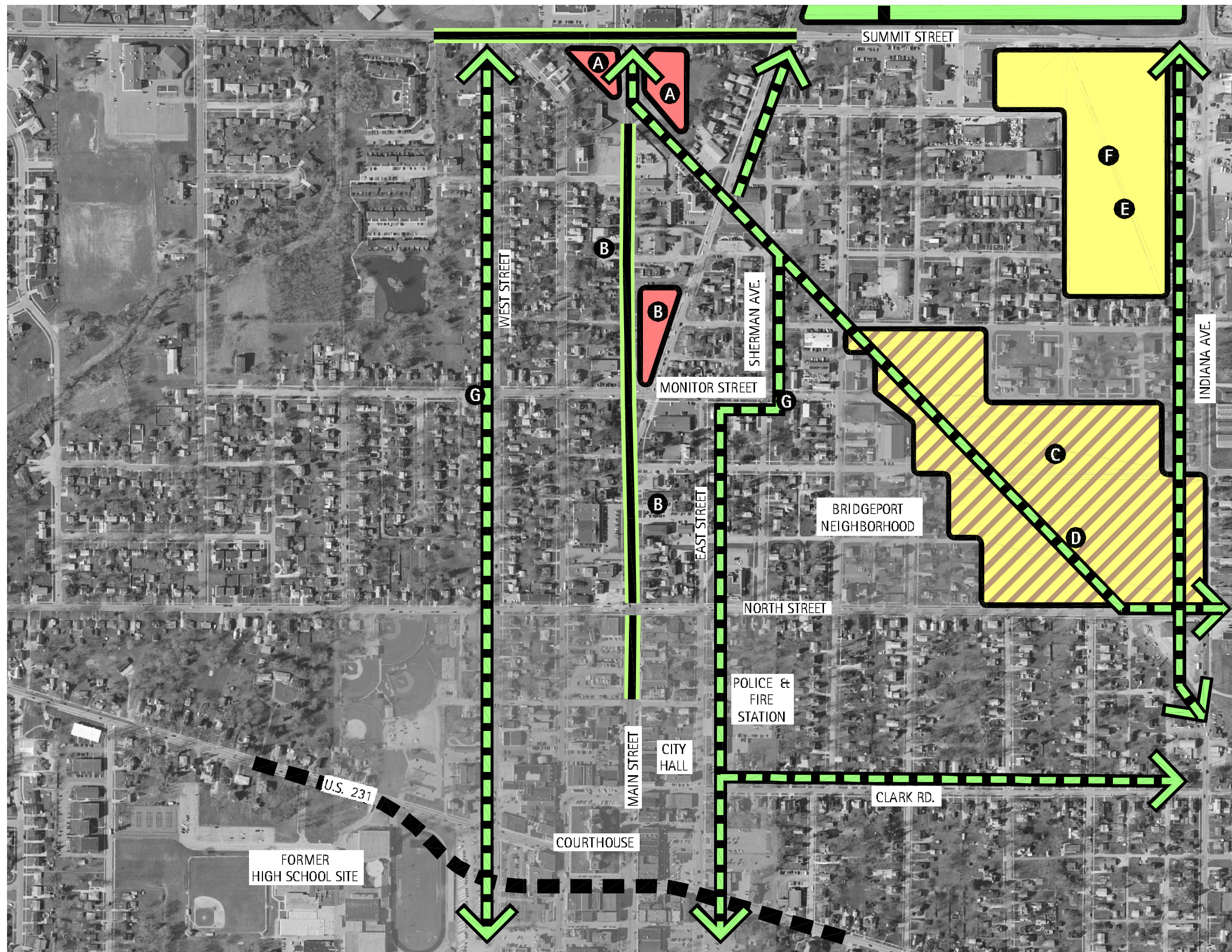
- Community Boundary
- Redevelopment Opportunity
- Downtown Improvement & Enhancement
- Potential Bike Trail Extensions

Constraints/Issues

- A** Inconsistent landscaping/signage.
- B** Lack of landscaping at drives and parking lots.
- C** Street width restricts access and traffic flow.
- D** Curb-cut consolidation.

Opportunities

- E** Potential redevelopment of key parcels.
- F** Planned mixed-use development.
- G** Redevelopment of industrial uses adjacent to residential.



City of Crown Point

Main Street Corridor Sub-Area Strategies

Legend

- Community Boundary
- Streetscape Improvement
- Potential Road Realignment
- Potential Trail Extensions
- Residential (2-3 Unit Per Acre)
- Residential (2-7 Units Per Acre)
- Commercial

Recommendations

- A** Consider redevelopment of existing sites with commercial use.
- B** Consider building/signage/site access improvements along Main Street.
- C** Consider redevelopment of industrial uses into mixed-density residential.
- D** Consider trail extension along vacant railroad right-of-way.
- E** Relocate existing park to large open space/sports complex north of Summit Street.
- F** Consider redevelopment of industrial uses and park into single-family homes.
- G** Consider trail extensions along local streets to downtown.

Downtown/Former High School Site

With its historic and beautiful Lake County Courthouse building, Downtown Crown Point is a charming shopping, entertainment, and civic district. This regional draw, though, includes deteriorating physical conditions, inconsistent or incomplete streetscape, and noisy and disruptive truck traffic. The area, which also lacks gathering spaces, such as a “civic green” or public plazas, would benefit from increased vitality, more shoppers, and an enhanced civic presence.

The Comprehensive Plan envisions an expanded and enlivened Downtown with new residential, civic, open space, and commercial uses. It also includes transportation changes that revamp Route 231 to remove disruptive truck traffic from the loop around the Courthouse and make Downtown more pedestrian friendly to shoppers and other pedestrians. Redevelopment would also provide opportunities to build new civic buildings, such as a Library and City Hall, and civic spaces to have a cup of coffee, visit with neighbors, or host special events.

SUB-AREA GOAL

A viable downtown that serves as the civic heart of the City and provides a flourishing restaurant, retail, and event destination for the region.

Objectives

- Redevelopment of key sites to add residents to Downtown and provide new retail and service activity.
- Redevelopment of the former high school with a new middle school and a mix of uses that support Downtown and expands westward.
- A rerouted Route 231 and improved overall traffic circulation.
- A new City Hall and Library that are larger activity generators adding vitality to Downtown and providing adequate space for essential City services.
- Easy-to-find, shared parking for Downtown businesses.

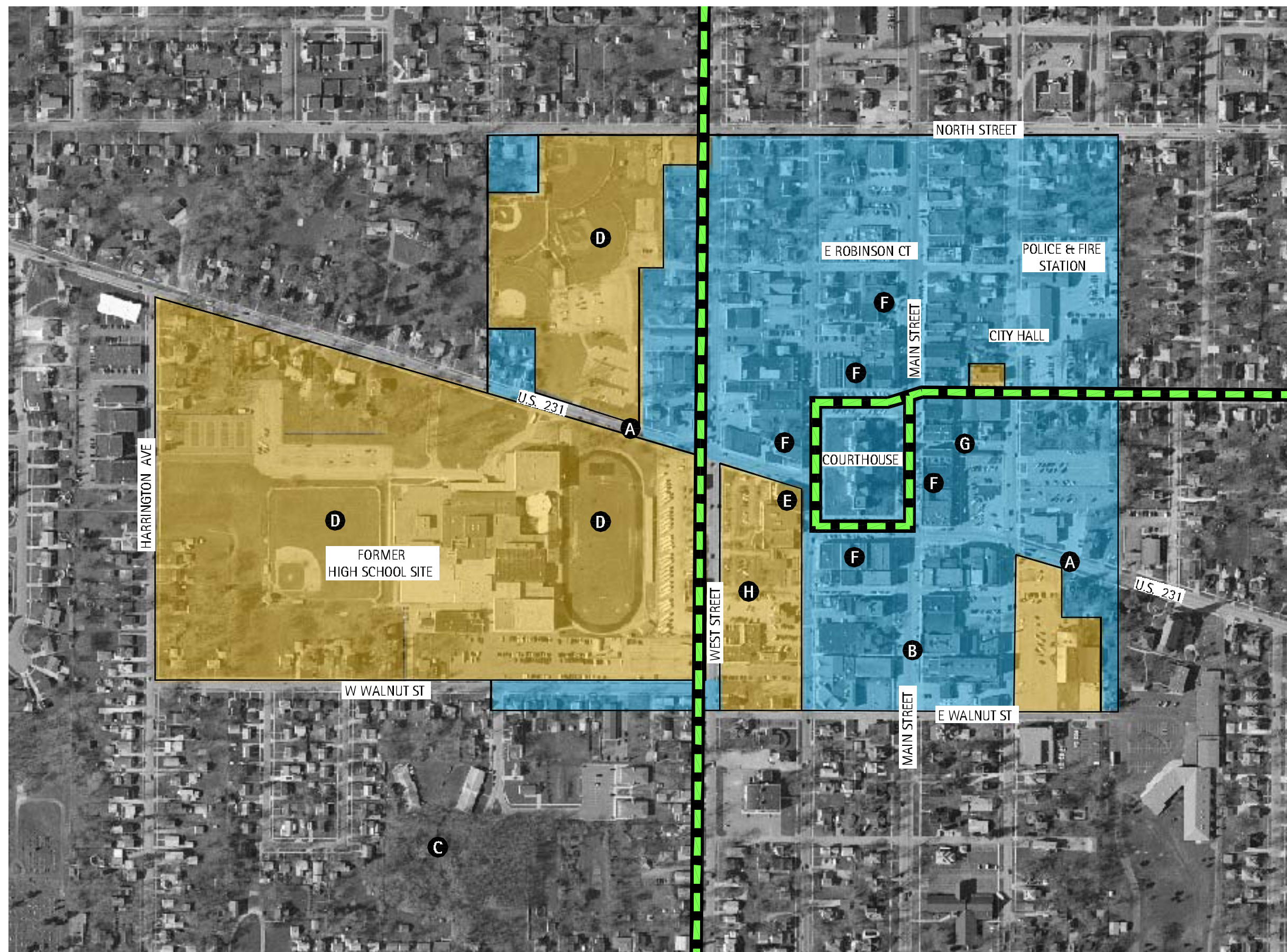
- New outdoor cafes, plazas, and a civic “festival green.”
- Improved streetscape and signage, including business signage.
- Well-maintained and preserved buildings that attract new investment and development.
- A safe pedestrian environment that promotes walking and shopping.

Strategies

- Establish Downtown planning committee of business owners, property owners, and City departments to address physical conditions, zoning, signage, promotion, and development.
- Create a Downtown Master Plan that more specifically addresses:
 - Land use mix, development density, and mixed-use buildings.
 - Route 231 realignment.
 - Area physical improvements, including building fronts/back and signage.
 - Parking, including shared parking.
 - New open spaces and potential reuse of ball fields and Jerry Ross Park.
 - Development opportunity sites, including the high school site.
 - Downtown housing potential, including condominiums, apartments, townhomes, and senior housing.
 - Zoning changes and design guidelines.
- Work with property owners to enhance building facades and visible rear entrances.
- Work with property owners to facilitate redevelopment of key sites.

- Prepare and implement a wayfinding and signage program to direct motorists to Downtown businesses and parking.
- Work with INDOT to reroute Route 231 to eliminate the need for trucks to circle Courthouse Square. This would include:
 - Converting the roadway on the south side of the Square to a two-way roadway with the alignment of Route 231 continuing west and curving north through the former high school site.
 - Removing angled parking spaces on the south side of Route 231 to make room for the new two-way alignment.
 - Adding parking spaces to the north side of Route 231 just south of the Courthouse.
 - Retaining the one-way flow pattern on the east, west, and north sides of the Courthouse.
- Implement Parry Court plaza as first new open space improvement.
- Change zoning to facilitate residential and mixed-use development.
- Continue to work with the School Corporation to assess the potential for mixed-use development of the high school site, including:
 - Retail development on the east side of the site to add vitality to the Courthouse Square retail blocks and foster the feeling of a larger, multi-block, walkable downtown.
 - A new City Hall and Library.
 - A multi-purpose civic green to enhance Downtown and provide an outdoor “living room” for picnics, events, assemblies, and festivals.
- Enhance pedestrian safety by:
 - Installing curb bump-outs at intersections where appropriate to reduce the distance pedestrians must walk to cross the street.

- Installing countdown pedestrian lights that show pedestrians how much time they have left to cross the street.
- Creating streetscape improvements that slow traffic down and guide pedestrians across streets.



City of Crown Point

Downtown - Former School Site Sub-Area

Legend

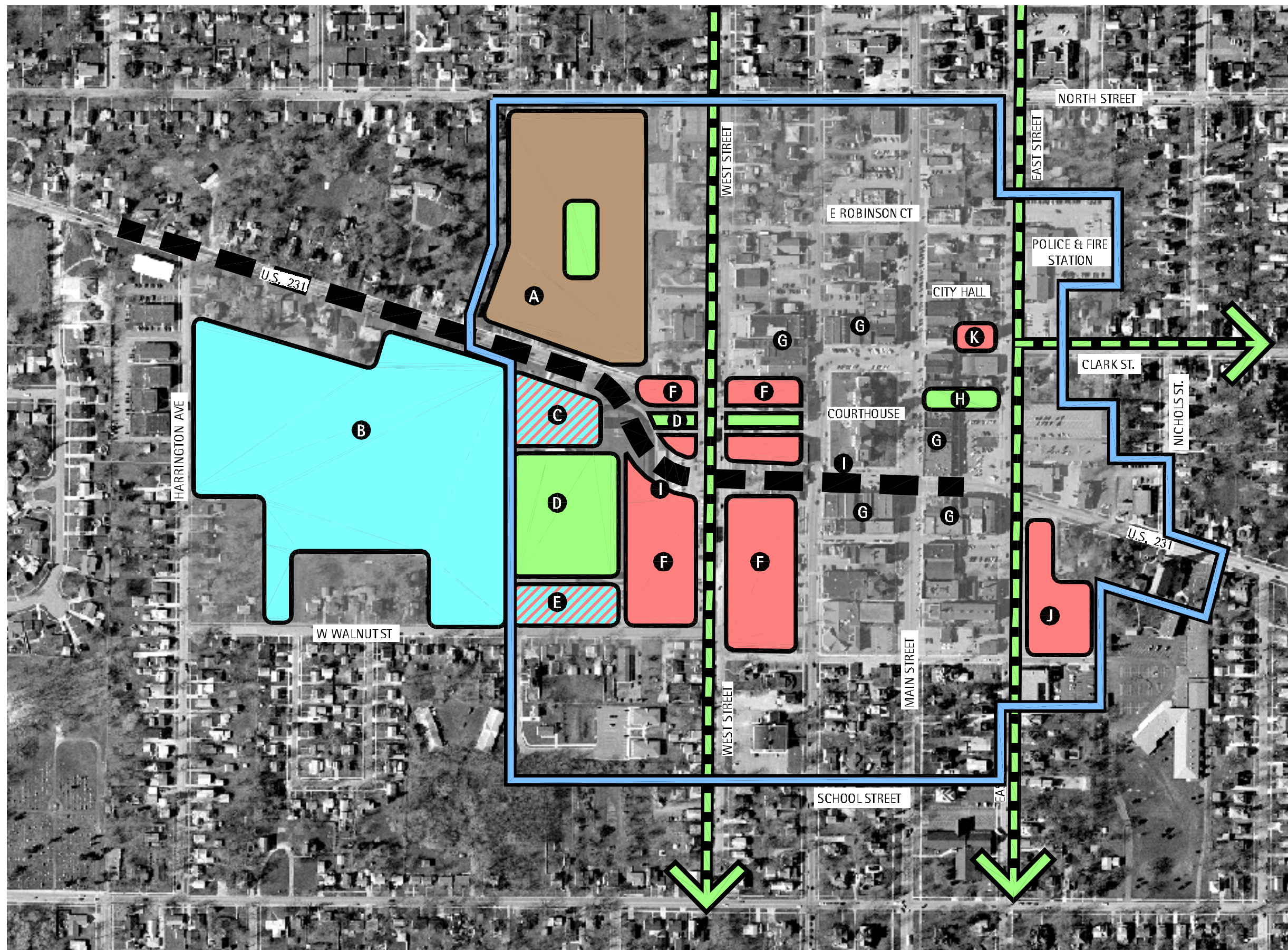
- Redevelopment Opportunity
- Downtown Improvement & Enhancement
- Potential Trail

Constraints/Issues

- A** U.S. 231 through/truck traffic.
- B** Preservation of historic properties.
- C** Neighborhood susceptible to flooding.

Opportunities

- D** Potential redevelopment of former high school site and adjacent ball fields.
- E** Potential to realign U.S. 231 to south edge of square.
- F** Facade improvements on store fronts/back.
- G** Parry Court enhancement.
- H** Potential for mixed-use development.



City of Crown Point

Downtown - Former School Site Sub-Area Strategies

Legend

- Downtown District
- Streetscape Improvement
- Potential Trail Extensions
- Potential Road Realignment
- Residential (4-7 Units Per Acre)
- Commercial
- Institutional
- Institutional or Commercial
- Open Space

Recommendations

- A** Relocate ballfields and redevelop site with residential and neighborhood park
- B** Proposed New Middle School Site
- C** Consider site for new City Hall or commercial use.
- D** Consider site for open space as civic plaza and festival green.
- E** Consider site for new Library or commercial use.
- F** Consider blocks for new commercial use.
- G** Improve front and rear facades of buildings throughout Downtown.
- H** Create Parry Court plaza.
- I** Realign U.S. 231 to by-pass the Courthouse Square.
- J** Consider block for new commercial use.
- K** Consider City Hall site for commercial use.

City of Crown Point, Indiana

Comprehensive Plan

Figure 24: Downtown -Former School Site Sub-Area Strategies (Preliminary Draft For Plan Commission/Council Review)



LAKOTA

THE LAKOTA GROUP INC



Interstate 65 Corridor

Creating a vision for the Interstate 65 Corridor gives Crown Point an opportunity to plan for jobs, housing, recreation, schools, and other uses while preventing piecemeal, disorganized development. The I-65 Corridor currently is mostly agricultural land, with some residential and industrial uses. Its mostly undeveloped nature means Crown Point can guide future development to craft an optimal land-use mix and transportation system at its highly visible eastern gateway.

The Comprehensive Plan envisions modern business parks and office centers that accommodate a range of businesses from light industrial uses to major corporations to medical offices to small professional firms. The Plan also calls for new neighborhoods, commercial areas, and parks and trails to serve the east side of the City, as well as the entire community. The Plan also provides an opportunity to define Crown Point's borders by creating a rural edge or boundary between agricultural use and City development.

SUB-AREA GOAL

Well-planned, high-quality, mixed-use development that capitalizes on the City's Interstate frontage, visibility, and access.

Objectives

- First-class business parks, office campuses, and commercial centers that provide economic opportunities for the City.
- Strong regional and neighborhood-level commercial areas.
- A well-planned road network that facilitates access to and through the area.
- Attractive neighborhoods planned with parks, schools, and open space.
- A variety of housing opportunities, linked to new commercial districts.
- An attractive gateway into the City at I-65.

Strategies

- Establish a Business Area planning committee to address physical conditions, infrastructure, and identity in existing and future business districts.
- Consider annexing eastern areas to “square up” City boundaries.
- Work with adjacent governments to manage growth and preserve open space/agricultural land between jurisdictions.
- Change zoning to accommodate development defined in the Comprehensive Plan.
- Seek developers for high-quality office centers and business parks that complement Crown Point businesses and the Purdue Technology Center.
- Work with the School Corporation to plan for future school needs on the east side of the City based on the projected development in the Comprehensive Plan.
- Conduct a study of the feasibility of a large civic/park cluster at 113th Street and I-65 to possibly include a middle school, elementary school, a large park, sports fields, an indoor recreation complex, and police and fire stations.
- Extend and connect regional recreational trails through the former rail right-of-way under I-65 and along Route 231.
- Prepare a capital-improvement plan and design studies for phased roadway improvements, that address:
 - Extensions of Summit Street and Mississippi Street
 - Reconfiguration of Delaware Street.
 - Creation of a new north/south street west of I-65.
 - Widening and improving Broadway, 101st Avenue, 109th Avenue, 113th Avenue, and Route 231.
 - Installing traffic signals where appropriate, including the intersections of Route 231 and the I-65 interchange ramps.
 - Potential interchange at 109th.



Section 10: Implementation

SECTION 10: IMPLEMENTATION

The Comprehensive Plan for the City of Crown Point provides a guide for land use decision-making and a framework for development. The Plan includes goals, objectives, and strategies to improve and develop Crown Point while maintaining and enhancing its quality of life.

Because not all elements of the Plan can be implemented at once, setting priorities based on budget, resources, and capital improvement programming will be a major focus of the implementation stage. This will take a major commitment from City leaders, strong public/private sector cooperation, and input and assistance from Crown Point citizens.

The Future Land Use Plan, Transportation Plan, and Open Space/Trails Plan presented in this document represent desired city policies at a large scale. The goals and development strategies provide more specific guidelines and direction for infrastructure improvements and private development activity in the most optimal sub-areas of the City. While the final shape, form and scale of development will eventually be refined, the larger intent and goals of the Comprehensive Plan should be realized.

The following basic action steps and implementation tools are a first approach to assist in making the Plan become reality. City staff, Plan Commissioners, and City Council members will more specifically define these steps, set priorities, and organize work programs for those actions needing public process and involvement.

Action Steps

An implementation strategy for the Comprehensive Plan should include a wide range of activities. Broad, large-scale actions items should first be prioritized and followed by more detailed, specific actions.

Broader City-wide actions should include:

- Adopt the Comprehensive Plan along with an Official Land Use Map.
- Review, update and amend City codes dealing with development to reflect the policies and strategies of the Comprehensive Plan, and to facilitate the review and approval process for City Staff, Commissions, and Council.
- Craft and adopt a capital improvement program that addresses the infrastructure improvements recommended in the Comprehensive Plan or made necessary by development outlined in the Plan, including roads, sewer system, and water supply.
- Create a set of Design Guidelines and form a Design Review process to upgrade the appearance and image of the community and to facilitate the review and approval process for City Staff, Commissions, and Council.
- Work with adjacent communities, property owners, and school corporations to further assess:
 - The potential for establishing the “rural edge or boundary” around the City, including successful growth management and farmland preservation programs in other parts of the country.
 - The need, timing, and location of annexing unincorporated land into Crown Point.
- Brief county, regional, and state agencies on the transportation, trail, and economic development components of the Plan and review potential funding strategies.

More specific actions should include the following:

- Create diverse teams of city officials, business and property owners, civic leaders, and other citizens to assist with implementation, including but not limited to:
 - Downtown Planning Team (including high school site).
 - Main Street Corridor Planning Team.
 - Business Districts Planning Team.
 - Parks and Recreation Planning Team.
 - Regional Trails Team.
 - Capital Improvements Team.
 - Civic Facilities Planning Team.
- Prepare an engineering design study for rerouting Route 231 around Courthouse Square.
- Prepare the next level design for the Open Space and Trails Plan regarding:
 - Specific trail locations and property ownership.
 - Trail sizing, materials, facilities, and signage.
 - Cost estimates, public/private responsibilities, and phasing.
- Develop a Master Plan for Downtown.
- Develop a Master Plan for the Main Street Corridor.
- Conduct Feasibility Studies and prepare Master Plans for the three sportplexes.
- Conduct Feasibility Studies and prepare Facility Programs that address current Library needs and future City Hall needs.

Implementation Tools

GROWTH MANAGEMENT

There are various tools used across the United States to preserve private property rights, keep areas rural or agricultural, use infrastructure and other resources more efficiently, and ensure better-defined city edges.

Agricultural Zoning

Agricultural zoning can be used in a number of ways to preserve farmland or parts of farmland. The various methods include:

- Large minimum lot zoning: This requires a certain number of acres for each home, such as requiring 20- to 30-acre lots.
- Open space zoning designates land as open space but allows for agricultural operations to continue.
- Cluster development: Requires developers to cluster buildings in a small area of each parcel, leaving the rest available for open space or active farmland.
- Area-based zoning: This sets the number of housing units allowed per acre.
- Exclusive agricultural zoning: Prohibits non-farm housing units.

Purchase of Development Rights

Owners of agricultural land can sell the right to develop the property while keeping the right to farm the land. Purchases are usually made by governments, whether state or local, as part of an agricultural preservation program.

Transfer of Development Rights

This tool allows development rights to be transferred from one property to another, usually from agricultural land to an area designated for higher-density development. For example, a farmer can sell development rights to a developer. The farmer is then precluded from developing the farmland, but the developer can build in another location at a higher density than otherwise allowed by zoning. Housing is not built on the farmland but instead built in a growth area.

Conservation Easements

This voluntary method of agricultural preservation allows farmers to donate a conservation easement, which prevents the land from being developed. The farmer still owns the land and can continue agricultural production, but another entity, often a local government or preservation organization, owns the easement and development rights. Conservation easements often are coupled with tax relief.

Differential Assessment

This method helps farmers economically by ensuring that their farmland is taxed at its value for agricultural use and not its highest value for development use. For example, a farm on the urban fringe that is near new subdivisions might be assessed at its value for residential or commercial development, which is much higher than its value as farmland. The farmer then must pay taxes on that high development value, even though the farmer is only profiting from agricultural use.

The state must pass legislation authorizing differential assessment. It is implemented at the local level.

Agricultural Districts

Landowners and local governments form and approve agricultural districts to prevent farmland development and support continued farming. The district offers benefits to farmers, which vary but can include differential assessment (taxing the land at its value for farming instead of highest value) and preventing local governments from passing laws hostile to farming.

The state must pass legislation authorizing agricultural districts. The districts are voluntary.

Open Space Acquisition Referenda

Some communities have passed referenda to purchase farmland and open space (or the development rights to the land) on their rural edge. This requires the voters in that jurisdiction to tax themselves to finance the purchases.

Urban Service Areas

Local governments can define an urban service area by setting geographic limitations to how far public infrastructure can be extended. Public infrastructure can be sanitary sewer or water service, drainage, and roads, among other things, and services can include garbage pickup and police and fire protection.

This tool encourages high-density developments to be built in areas where there is sufficient infrastructure or where improvements are imminent. Land outside the urban service area can be developed at low density, such as homes that use wells for drinking water and on-site septic systems for waste treatment.

Land Trusts

Non-profit organizations called land trusts often are formed to buy farmland or the development rights to farmland. The farmers then can continue to use the land for agricultural purposes but are prohibited from developing the land.

SCHOOL PLANNING:

The Comprehensive Plan forecasts a significant rise in the student population of the Crown Point School Corporation. In planning for this growth, City and School Corporation leaders should consider the following questions, some of which have been addressed in the Plan but need further study:

- How much residential growth is likely to occur?
- Where is residential growth likely to occur?
- How many elementary, middle, and high school students are likely to be produced by that residential growth?
- What are optimal locations for new schools, considering bus travel times and site access (buses, staff, parents, students, deliveries, and parking)?

As more specific locations for schools are determined, the City and School Corporation should craft design guidelines for locating and siting schools within new developments so that they are accessible for both motorists and pedestrians and become focal points for residential neighborhoods.

As noted above, a critical next step in planning for the community is the determination of the future redevelopment of the former high school site in Downtown. The City and School Corporation should prepare a more detailed plan for this site either as a separate site specific initiative or as a key component of a Downtown Master Plan.

TRANSPORTATION FUNDING

To meet transportation objectives and proceed with area improvement projects, it is important to identify funding sources in addition to the City's funding programs. A sample of potential funding sources is provided below.

- **TEA-21 - Transportation Equity Act for the 21st Century:** TEA-21 was enacted to provide federal funding for surface transportation programs and was originally authorized through 2003. Authorization is pending on a new federal transportation bill to fund federal, state, and local improvements. Funds are distributed to each state under various programs. These programs typically operate with a federal/local match program, with the local funding match typically at 20%. Some of the TEA-21 programs include:
- **CMAQ - Congestion Mitigation and Air Quality Improvement Program:** The CMAQ program directs funds for a broad range of projects that will help improve air quality. Potential projects may include traffic flow enhancement, coordinated and optimized traffic signal systems, developing pedestrian/bicycle facilities, vehicle emission reduction programs, and transit services.
- **STP - Surface Transportation Program:** This program is broken down in subcategories including Transportation Enhancements, Hazard Elimination Program, and more. This program can be utilized to fund a wide range of projects such as infrastructure maintenance, roadway extensions, safety improvements, preservation of abandoned railway corridors for pedestrian and bicycle facilities, improvement of crosswalks, intersection/roadway improvements, and more.

- **Recreational Trails Program:** The Recreational Trails Program provides funding to improve and develop non-motorized facilities, such as pedestrian and bicycle paths.

Impact Fees

Impact fees are one-time charges for new developments to account for the additional traffic burden placed on a city's transportation infrastructure. Impact fee revenue is used to fund construction of transportation infrastructure improvements outside of the new development boundaries and may not be used for maintenance/operation of facilities. The fee amount is generally derived from a formula that incorporates the amount of traffic the new development will generate. The state statute allowing local communities to enact an impact fee provides a guide to be followed.

PARKS FUNDING

Impact fees also can be used to fund park acquisition and improvement. The fees are one-time charges for new developments that help offset the costs of providing park space and facilities.

DEVELOPMENT FUNDING

TIF Districts

Tax increment financing (TIF) is a state-authorized program that is administered by the City to provide targeted financial resources for a specific redevelopment area.

TIF Districts typically are structured as follows:

- Property values in the designated area are established at a base point to represent the base value.
- Government entities with property taxing authority in the area continue to receive tax revenue generated from the "base value."
- The incremental tax value created by development is taxed at the overall rate levied by governments.

Implementation

- The tax revenue generated from the incremental property value is distributed to the TIF fund administered by the City to pay for eligible redevelopment costs.

A portion of funds made available through a TIF district could be allocated for transportation infrastructure improvements such as roadway widening, traffic signals, pedestrian/bicycle facilities, and more.